

200

ORAVIA

4th. March

02.

Sir,

I wrote you last per H.M.S. "Thetis" on 22nd. February, acknowledging your despatches per Concepcion and Orellana.

2. 941-3. The labourers from Chile are fairly successful, but will not be much cheaper than the ordinary labour at £1. per hour. I wrote to the P.S.N.C. Manager at Valparaiso as to passages and received from him an assurance that they would meet us in this respect, though up to the present he has not informed us what charge will be made. If they intend to make us a present of the passages, I think the labour will turn out to be cheap. By having a large gang of men we have been able to make up arrears of work, and to tackle the cargo boats more or less successfully, but I think that in view of the near completion of the Naval Works we shall not require to engage men from Chile again.

3. Par. 6. The landing of bricks at the tariff rate paid us all right.

4. Par. 7. The Captain of the Sires wired for a credit of 50,000 francs, and it was quite on the cards that a credit for this amount only had been provided. In order to be on the safe side, I cabled for an extension beyond this amount and took two drafts. In view of your instructions a year or two ago, this seemed to me the more prudent course to take.

5. Par. 10. and 943-4. Atherton asked me to send the Sigsbee's Safety Valve to be overhauled with the Boiler, which was being sent home, as the spring was weak and the valve required re-seating; Captain Kees was asked to look out for it specially and told Mr. Gordon that he would do so. The gauge cocks were left

F.H. Cobb Esq.,

Managing Director,

London.

left in the boiler, as Atherton found he would have great difficulty in taking them out, and thought they might break in the operation. He said that the boilermakers at home would be able to do it easily with their appliances, more especially when the old tubes had been removed, as we left them. In reply to your question as to what became of the Wasp's safety valve and gauge cocks, the Wasp's safety valve was fitted to the Sissie in 1896, and is the actual one sent home for repair. The Wasp's gauge cocks were broken in trying to take them out of the boiler, and it was owing to that mishap that the Sissie's were left in. I am sorry to report that the water gauge fittings sent by Bellamy are altogether unsuitable. They are too elaborate for a small marine boiler, and the size of the plug is 1" gas thread, that is $1\frac{1}{4}$ " actual measurement, whereas we asked for $\frac{3}{4}$ " (gas thread), the actual size of which would be 1". The fittings sent are heavy enough for a boiler twice the size of the Samson, in fact on the largest mail steamers you would scarcely find heavier. Had Bellamy's considered the question for one moment they must have realised that they were not sending the right thing. They had had the boiler itself, and had fitted in stop plugs for testing, which were only 1" in diameter. There is nothing for it but to return what they have sent and obtain the right article from Monte Video.

6. Par. 11. I hope the P.S.N. will on the whole be satisfied with the despatch of the Corcovado. I hope to be able to explain personally to Mr. Ward that owing to the Orellana being due I had to hold up two lighters for her - then again, had she been up to time instead of three days late, these lighters could have been used for her cargo, discharged, and still used for the Corcovado. As it was, the Rosa Baker and Fairy were held in reserve whilst we were waiting for the Orellana, otherwise I feel certain we could have got the Corcovado away at daybreak on Sunday instead of Tuesday. It is decidedly awkward that the cargo boats should be due here at the same time

as

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as the outward mail. Shipments by cargo boats in preference to sailing ships are undoubtedly preferable in some ways, although they have their disadvantages. I quite see that it does not entail the laying out of so large an amount at a time, and that the arrival of the cargo on an exact date is practically certain; on the other hand there must be a certain amount of damage to cargo, especially timber, which does not occur in a sailing ship, and we have the large expense of handling cargo twice, namely into and out of lighters and hulks, whereas the sailing vessel discharges straight on to the jetty. We have now on hand enough gunpowder to last a couple of years, so that this question will not arise for a long time.

7. 343-3. I much regret to hear of the death of Mr. Hughes, who I believe was particularly kind to myself some years ago in inducing the Board to present me with a passage for my sister. Before leaving for the Islands I had an interview with him, and can thoroughly appreciate your remarks as to his courtesy and charm of manner.

8. Par. 3. I received a letter from Messrs. Uzielli & Co. to which I replied per H.M.S. "Nymphé", explaining that Mr. Stickney made out the list of the number of his bales on the "Ethië" which I checked from the number left in the hulk. He headed the list "B. & S. Wool", meaning as stated in your letter Baillon & Stickney's Wool, and I imagine that the assurance given that it bore the Heart mark will satisfy them. I said that if any further proof were required, we could send them the Bill of Lading per "Inca" by which the balance was shipped.

9. Par. 5. The P.S.N.C. have not behaved well over the commission on freight on Nickel Ore, as we should have earned a much larger amount for hulk hire if we had allowed the owners to wait until they could charter a sailing vessel to take it on. I assume that we can claim £15 for commission in accordance with their letter to you of 23rd. December.

10. Par. 6. I had already written to Valparaiso asking them

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them to reserve me an inside three-berth cabin in a position somewhat more favourable than the cabins allotted the Falklands which are only two-berthed.

11. Par.7. I have communicated to Mr Felton your remarks as to the undesirability of sending tallow home in iron drums. He says he had no casks at the time and tried drums by way of an experiment.

12. I have taken a preferable lien for £2000 on Pitaluga's wool.

13. In continuation of my letter of February 5th as to the wool left behind by the Orissa I received a letter from Messrs. Wilson Sons & Co dated February 14th.(copy enclosed)communicating a message from the Manager at Valparaiso to the effect that a space would be reserved in the Oravia for 800 bales and that the Orellana might load 500 to be taken via Valparaiso provided that the shippers would take the extra risk. This of course could not be done, and I have urged the West Coast Manager to make some arrangement for getting this balance forward. Captain Oakley of the Corcovado informed me that he thought that in a month's time they would have plenty of room in the cargo boats for produce, and I therefore anticipate that one will be sent here.

14. I enclose a copy of further correspondence on the subject of the acquisition of the land for which the Government have made a formal offer of £1000. At a meeting of the Legislative Council on the 1st inst.the Governor informed the members what had taken place, remarking that a full account had been sent to the Colonial Office and that it now rested with the Falkland Islands Company to apply for arbitration under Section 17 of the Ordinance.

I am,

Sir,

Your obedient servant,

ENCLOSURES:-

Enclosures (Originals per R.M.S. "Mythos" February 22nd. 1902.)

Receipt No. 128

Balance sheet

Profit and Loss Statement

London Office Cash Account Balance

Statement of items in Deposit Account

Stock of Stores on hand East Store

" " West Store

General Summary of Stock of Stores

Consolidated Balance on hand

Building Materials on hand

Fencing " "

Statement of Resources earnings not credited

Copy of Stanley Cash Book for December

" Journal "

List of Store Debtors

" Debtors "

List of additions to Plant

" " Furniture

Second of Exchange No. 2197 for £ 20.15. 5

" " 2198 " 415. 5. 0

" " 2199 " 400. 0. 0

Barque "Sigmund" Accounts

Statement on Accounts

Specifications:-

D.H. Nos. 591-610

V.C. " 325-483

Originals

Store Indents No. 202

Remarks on Stores and Replies to Remarks

First of Exchange No. 2005 on South American Missionary Soc. - £17.12. 9

Remarks on Store Debtors, December 31st.

Inspector's Certificate for 1901

Bank copy South American Missionary Society's Account

ENCLOSURES CONTAINED.

Mr. Mailman report of March 1st. and enclosures.

Insurance on Produce return No. 21

Coasting Insurance for February

Copy of correspondence re possession of land

Copy of letter from Wilson Sons & Co.

Specification of Rubber Buffers for Vessels

Shipping Report

Statement on accounts

Remarks on accounts

Specification:-

B.A. 20 Skins.

201.

H.M.S. FACILITE.

21st March 1908. XIX

Sir,

Mr. Harding wrote you last per Gravia by which steamer he and his family left for England, and as the Inca is due tomorrow I write without waiting for the outward mail.

2. Mr. V. A. Leonard was informed that the Glengowan had been floated, and by last mail from Sandy Point a letter was received from him saying that in the absence of definite instructions from his brother he was unable to take any steps in the matter. Captain Thomas tells me that the mainmast is so badly burnt that he would not be at all surprised to see it break off during a heavy blow. It is to be hoped that arrangements will be made for her disposal before anything like that occurs. The hull is quite tight and she has made no water since being floated. It is a question what will be done with the coal and coks in her. The latter is, I believe, practically useless and will probably have to be jettisoned, but for the former there are constant enquiries at a price. You will remember that the "Vega" went alongside and took 180 tons at 4/- and a few tons have been sold locally at 5/-, but so large a quantity will hardly be disposed of rapidly. I imagine that if the Glengowan is sold to go over to Sandy Point she would take something like 1,000 tons as ballast, and it is possible her purchaser might like to take more as a speculation.

3. Rosalind is very anxious that something should be done to clear the bottom of the Fortuna. He says she is now so dirty that she will not beat at all. When Brown & Blanchard's schooner was here a short time ago we were told that there is

Y. S. Good Regd.

a

Managing Director.

London.

(3)

A ship at Sandy Point suitable for such a vessel as the Fort-
una. I am writing by this mail for details and quotations, and will submit them to you when they arrive.

4. The two Java Mission sealing schooners "Beatrice L. Torrey" and "Edward Roy" have returned here, after their cruise, with nearly 1400 skins between them. These will be shipped, as before to Messrs. Langdon & Co., and The Hudson Bay Co. Captain Baldwin, of the former schooner, has given us Post Office Orders to the value of rather over £100 for the immediate expenses of the schooner, but he anticipates that they will require a considerable quantity of stores, for which he will give a draft.

5. H.M.S. "Porpoise" has taken 140 tons of coal, for which I hope to be able to send you a draft herewith. Mr Harding in his despatch of 17th Feb reported that after the "Nymph" had taken 140 tons on December 31st there was still a balance of 100 tons to go at the old rate. The "Nymph" took another 114 tons on February 11th, thus leaving 86 tons, consequently of the 140 tons now taken by the "Porpoise", 54 is at the new rate of 37/6. Our present stock of steam coal is about 1150 tons. The Commander informs me that H.M.S. "Porpoise" will require 100 tons before she goes to Montevideo, and as the "Porpoise" requires 100 tons after another trip North she will doubtless need 100 tons more. It seems probable, therefore, that the fleet will not take the whole of the 1200 tons this season, and that we shall be left with a considerable quantity on hand.

6. I am sorry to have to report that some of the cargo ex "Porpoise" has turned out in very bad condition. I called a survey upon the deck, and enclose Johnson's report from which you will see that the stowage was defective. The Bill of Lading says that the ship is not responsible for leakage &c and the Captain disclaims responsibility, but you will know the persons liable for bad stowage. You will notice that beyond the barrels which are seen to be burst there are no less than 68 more which may turn out to be similarly affected. Most of the

barrels

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Barrels were practically covered with coal, certainly enough to prevent the escape of fermentation. Many of the casks of cement are more or less burst, nearly all the wooden kegs being broken, and much of the cement has dropped out. There are other things, of which I have as yet received no particulars, for which a claim will doubtless be made, as for instance two bags of coffee, belonging to Greenhalghs, which apparently were dropped overboard in loading and put on the ship in a wet condition, and which have now become soaked and hard.

4. Johnson reports that much of the wood on board is of inferior quality, more especially the 3 x 4 scantlings and the 3 x 3 deals, which are full of pine sap, being evidently cut from the outside end top of the logs. The lining and flooring boards have arrived in very good condition, and are of a better quality than those sent last year. I will get Johnson to give me a full report later as to the condition of the whole wood cargo.

5. I have sold the Government about 100 tons of better coal on shore at 22/6 taken from over the ship's side, and she is now at the Dockyard Jetty discharging this. She will be finished this week and I hope to do up her accounts and get her away in the course of a few days. You will see by the enclosed survey reports that she sustained some damages on the voyage out. These have been made good here, and the Captain will sign the accounts in due form. I tried to persuade Captain Woodhead to take some of the Glasgow coal as ballast, but he was afraid it might cause damage to the wool, and as your instructions were to supply "stone" ballast, I did not press the point. In order to prevent delay as far as possible, I decided not to give the contract for supplying ballast to one man and you will notice that some of it is supplied at 2/6 per ton and the rest at 2/- . I have arranged with Osborn to supply 100 tons on the understanding that the money so paid shall be credited to his account.

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9. Press copies of all Clients' Accounts Current for the year 1901 are sent herewith.

10. I enclose a draft on Mr. V. B. Waldron for the half year's expenses of Port Howard Station.

I am,

Sir,

Your obedient servant,

W. B. Waldron
Manager
Port Howard Station

ENCLOSURES.

Duplicates. (Originals per GRAVIA FORM 112.)

Despatch No 200

Store Indents, No 198.

Remarks on Stores, and Replies.

Second of Exchange, No 2005. \$17:18:9

Remarks on Store Debtors.

Mr Mathews Report March 1st, and enclosures.

Insurance on Produce return, No 21.

Coasting Insurance, February.

Statement of Accounts.

Remark on Accounts.

Specification S.I. No Sales Sheepskins.

Letter to F.M. Cook Esq. March 5th.

Bills of Lading & Specification, shipment per GRAVIA.

ORIGINALS.

Copy of Stanley Cash Book for January.

" " Journal "

Cash Vouchers, East & West Store.

Store Indents, No 198.

Remarks on Stores, and Replies.

First of Exchange No 2121, \$2409:3:10

" " No 2205, \$15.

Copy of Survey, Barque "Annie".

Copy of final survey on do.

Copy of Survey on load, ex "Annie".

Copy of Mrs. T.H. Williams' Account Current.

Statement of Accounts.

Press copies of Clients Accounts Current.

Specifications:-

S.I. 68 wool. 7 skins.

S.H.D. 45 "

802.

Messrs Messrs.

1st April

Gt.

Sir,

My last despatch left per H.M.S. "Thetis" on the 10th March, since which I have received on the same date your Nos. 343 and 344.

2. I regret to say that I have received a letter from Capt. Willis stating that during the very heavy S.W. gale on the 19th and 20th March the Fair Rosamund dragged both anchors, and went ashore at Port Stephens. I enclose a copy of the letter referred to. Johnson is at once proceeding with the making of another runner which will be sent out to him as soon as possible so as to enable him to bring the schooner in, when she must be hove down for repairs. I take it that the cost of these repairs will be borne by the underwriters, and I will accordingly have the accounts kept separately. Mr. Harding will tell you how frequently Willis gets into trouble of one sort or another, and the Board will perhaps consider that he is unfit to command their craft. I believe that his nerve as well as his eyesight has deteriorated of late years.

3. The "Allen Gardiner" was wrecked on Cape Courtenayville on the 18th March, and 41 bales of the West Point wool was lost in her. I have written to Mr. A.M. Falton requesting him to forward me the Captain's receipt which, when I receive it, shall be forwarded to you with the necessary certificate from myself as Acting Lloyd's Agent. I am told there is to be an official inquiry as to the cause of the loss, as to which there are two reports. The Fortune was going into Salvador at the same time and was able to take on board the passengers, chronometers etc. and bring them safely to Stanley upon her return here.

P.B. Webb Esq.,

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Managing Director,

London.

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4. The British Ship "Cypromene" 68 days out, bound from Antwerp to Antaria, with a cargo of iron, cement, coke etc. was towed in here on the 25th. March, with loss of sails and a lot of her upper gear gone. I enclose a copy of the Surveyors' report, from which you will see it is likely to be a pretty big job. As far as I can gather, it is a very similar case to that of the "Kate Thomas", and the account will run up to something like the same amount. Much of the ironwork to be renewed was evidently in a bad state when the voyage commenced, and with the heavy weather encountered it has given way. The gale she met with was the same that drove the Fair Rosamond ashore. The Cypromene caught it when about 200 miles North of the Islands. The towage was \$150, which may, I suppose, be considered a fair amount.

5. The "Antarctic" arrived back here on the 26th. March, after having experienced very bad weather in the South Atlantic. There is a certain amount of ironwork to be repaired, and this we have in hand. She will also, I believe, have to take some coal, as their stock has almost run out.

6. After completing the discharge of her cargo and taking in 150 tons of ballast, the Annie left for Port Howard on the 26th. March. I enclose the two accounts for her discharging expenses and for repairing her damages, together with the Captain's drafts on Messrs Henry Langridge & Co. which will, I trust, be found in order. Capt. Rosseland said that as Messrs Langridge were practically the vessel's agents in London, they would doubtless honour his draft for the damage account. I also enclose statement of amount owing for ballast supplied which I understood from correspondence will be paid to you by Langridge. I have further enclosed statements showing claims admitted by Captain Rosseland for loss on beer etc., with which you will know how to deal.

7. 243-6. I am glad to say that the hose sent out for the cannon is satisfactory. They were not quite the right sizes and some considerable difficulty was experienced in seizing on the
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the connections as the hose was too small. However, we have now three lengths in good order, viz:- one 12 feet long, one 9 feet and one 5 feet, which is really all that is necessary to enable the Samson undertake pumping. When an opportunity presents itself, I will give these hoses a practical test and report the result to you. Meanwhile, we have eight more connections and only 12 feet of hose. Capt. Thomas wants two more lengths of 3 feet, two of 7 feet and two of 5 feet, to have in case of emergency. He suggests that the unions should be sent home, as we have no appliances for seizing on. It must be done by main force, and in fixing the present ones some 2 feet of hose was lost through splitting. I shall be glad if you will either send out more hose of a somewhat larger size or allow me to send home the connections. While on the subject of the Samson, I might say that we ought to have a force pump with hoses complete, so that water can be delivered freely. The only one we have is in constant use for watering ships and is practically worn out.

8. Per. 15. I note that the Bills of Lading for the Port Stephens Produce are to be sent to Mrs. A.S. Dean, but as I have heard from Mr. Harding that at Montevideo he received a letter from you saying that this produce was to be consigned to the Company, I am doubtful whether I have properly understood your instructions.

9. 344-2. I have heard nothing further with reference to the acquisition of the Company's land, and as it will be impossible to conclude any negotiations at this end in time for the amount to be charged in the current year I trust that you have either arrived at a settlement with the Admiralty or have obtained an extension of time in which to come to terms.

10. The non-arrival of the Inca has increased our difficulties in dealing with the shipment of wool. We have now on hand nearly 1700 bales and unless put down in the lower hold it is impossible to find room in the Great Britain for the Fortuna's load. If there were any likelihood of the Lake
Megantic

"Meganitic" being up to time I would keep this schooner load to be discharged direct into her, but under the existing circumstances we cannot afford to keep the Fortuna a single day as she will have to do part of the Fair Rosamond's work. I am therefore having her discharged into the lower hold of the Great Britain. When the steamers take only part of the produce offering, we are always compelled to break through the rule that the wool which comes in first should be shipped before that which arrives later, and this causes unpleasantness. If the Lake Meganitic is some days late, the Hornet will probably be in with another load, and some 400 or 500 bales will be left behind for another month. If you could represent this to the F.S.N.Co., they might, perhaps, devise a better means of keeping the bulk & fairly clear.

11. Now that the new code of signals has become compulsory, it is very necessary that we should have at least one complete set for the Samson, and I suppose for each of the x schooners, or at all events that they as well as we in the office should have copies of the Code Book. I believe Mr. Harding will speak to you on this matter.

12. The two sealing schooners, Beatrice L. Corkum and Edward Roy, are leaving for another cruise to-morrow. I enclose a draft on their owners for the balance of their expenses here. As this draft is drawn on a firm outside England I have charged $7\frac{1}{2}\%$ commission, notwithstanding that it is payable at sight.

13. Since my last despatch, 15 tons of steam coal has been put in the Samson and 3 tons in the Smithy, so that our available supply to date is about 1130 tons.

14. There seems every prospect of the Lake Meganitic being some days late, so I will close this despatch and write again later if necessary.

I am,

Sir,

Your obedient servant,

DUPLICATIONS:- (Originals per Crevia, March 5th.)

Copy of Stanley Cash Book for January

" " Journal " "

Store Indents No.229

Remarks on Stores and Replies to Remarks

Second of Exchange No.2121 for £1469.3.10

Copy of Survey Barque "Annie"

" " final " " "

Statement on Accounts

Originals:-

Mr. Mathews' Indent for Machinery Accessories

Store Indents No.300

Remarks on Stores and Replies to Remarks

First of Exchange No.2206 for £1576. 1.11

" " " 2207 " 30. 1.10

" " " 2208 " 53. 3. 6

" " " 2203 " 27.18. 7

Sundry Cheques (4) total value £26

Coasting Insurances for March

Barque "Annie's" Accounts

" " Damage Accounts

Account for Ballast supplied to "Annie"

Particulars of Claim re Beer ex "Annie" (two copies)

" " " Sundries " "

Schooner "Beatrice L. Corkum" Accounts

Particulars of draft No.2206 on Acct.Gen., R.M. Navy

Copy Survey Report Ship "Cytherea"

Extract from Capt. Willis' letter re Fair Rosamond

Mr. Mathews' report, March 28th.

Copy Account Current Holmsted & Blake

" " " Mrs. C.H. Williams

Shipping Report

Statement on Accounts

Specifications:- HE 53 Wool E 54 Wool & 1 Skins
H.B.C. 103 Wool & 7 Skins

203.

H.M.S. "Cerberus"

21st. April

02.

Sir,

My last despatch No. 205, left by the same agent on the 11th. inst., since when I have received on the 17th. inst. your despatch No. 205.

2. The "Antarctic" left here on the 11th. inst. for South Georgia, after effecting sundry repairs. Capt. Larsen and Dr. Anderson signed the account, which I made up, amounting to rather over £20, but they did not give me a draft for the same, preferring to leave it over until their return, when they are likely to want a good many things. In making up this account, I did not add anything for commission, as I was not aware whether the Board would wish this to be done, as Dr. Nordenskjöld has a letter of credit for more than the amount of the account. Since the vessel left I have received an official letter from the Commodore's Secretary saying that the Antarctic is to be supplied with any coal wanted out of the amount held for the Admiralty, at the contract price of 57/6. Before leaving, Dr. Anderson asked me (as Acting Norwegian Consul) to make some arrangements to send a vessel down to look for them at South Georgia in the event of their not returning before 1st. August. He has given me full written directions as to what is to be done, and hopes that arrangements will be made for a vessel to go down either from here or from Buenos Aires. I told him that I thought our schooners were quite out of the question, but that I would mention it to you, and that perhaps I could get one of the Canadian schooners to undertake it.

3. Since last writing I have had 100 tons of the Glenfower

W.H. Cook Esq.,

coal

Managing Director.

LONDON.

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coal sold by auction, and it fetched rather over 10/- per ton. Further enquiries have been made for it, and I do not doubt that a considerable quantity can be disposed of locally for something like 12/- per ton. I take it that the Board will be satisfied with this.

4. A certain amount of talk has taken place in the Colony lately as to the fact that the Masters of local schooners hold no certificate, and there is an idea that in future this will have to be remedied by a local certificate being granted after examination. The question arose, in the first instance, when the *Estrella* was recently surveyed by the Navigating Lieutenant of H.M.S. "*Gambrian*", before giving her a British Register. I understand that in his report to the Board of Trade this Officer added a strong marginal note to the effect that the Master held no Certificate, and the loss of the *Allen Gardiner* through faulty navigation has brought things to a head, so much so that application has been made for authority to issue local certificates.

5. In view of the state of his account with the Company, I interviewed J. McKay of Bluff Cove the other day and told him that we could not be responsible for paying his rent when it becomes due at the end of this month, and suggested that he should obtain the money elsewhere. This he protested himself unable to do, and suggested my writing to the Governor as to the reduction of the rent, which has been partly promised. I accordingly did so unofficially, and was told that the Governor had recommended to the Secretary of State that some reduction should be made, but that until this was settled he would have to pay the ordinary rent. I have therefore told J. McKay that I shall not pay the £100 on the 27th. inst., but will await developments. The same thing applies, I suppose, to J. Robson, whose rent last year was paid by his father-in-law, Mr. Smith of Johnson's Harbour.

6. Since my last report as to coal, the *Gambrian* has taken 452 tons, in payment for which I enclose a draft on the Admiralty for £1302. 7. 6. This leaves us with a present stock of

about 875 tons.

7. The bulk of the Green Tallow will be in Stanley by the end of May, and I am writing to the P.S.N.Co. to suggest that a cargo steamer should come in about the beginning of June and take it all in one lot.

8. I have heard nothing further as to the acquisition of the Company's land, and as the Governor goes home by the Liguria I imagine the whole thing will be left in abeyance until after his arrival.

9. I am still awaiting particulars as to his wool, lost in the Allen Gardiner, together with receipt for the same, from Mr. Pelton of West Point Island.

10. A man named Holders left for Sandy Point by the Oriana for the purpose of purchasing a schooner to take the place of the Allen Gardiner. Poole, the late Captain, was also going, but missed his passage.

11. As the six months' contract with the Chilote Labourers expires at the end of this month, I have made arrangements for sending them back to Valparaiso by the next steamer, and have asked the P.S.N.Co. at Valparaiso to advance the money for the balance of their wages, which has to be paid in Chilean money.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Duplications. (Originals per Lake Megantic April 8th. 18)

Despatch No. 202

Store Indents No. 306

Remarks on Stores

Second of Exchange No. 2206 for \$1378. 1.11

" " 2207 " 30. 1.10

" " 2208 " 63. 3. 6

" " 2209 " 87.18. 7

Coasting Insurance for March

Barque Annie Damage account

Account of ballast supplied

Mr. Mathew's Report March 28th.

Statement on Accounts

Specification & Bills of lading of shipment per Lake Megantic

Letter to F.E. Cobb Esq., March 8th.

Originals.

Stanley Cash Book for February

" Journal " "

Cash Vouchers East and West Stores

Store Indents No. 301

First of Exchange No. 2211 for \$1302. 7. 6

" " 2213 " 85. 6.10

Press Copy of S.A.M. Society's account

Replies to Remarks on Accounts

Statement on Accounts

Specifications:-

Wool

F

92 Pales

J H B

86

Letter to A.F. Cobb Esq.

204.

LIMURIA

28th April

02.

SIR,

My last despatch No. 203 left per H.M.S. "Cambrian" on the 22nd instant. The Basilisk leaves for Montevideo to-day, but as she will not reach an earlier date than the Liguria due here to-day, I have not thought it wise to send originals and duplicates by the same steamer.

1. Since my last report, the Basilisk has taken 100 tons of coal, for which I send you a draft. Beyond this, a further lot of 5 tons has been delivered to the Smithy, so that our available balance is now about 575 tons. H.M. Ships this season have only taken 349 tons, but there is some idea that the Cambrian may come down for the Coronation, in which case she would, I suppose, take some more coal. In addition to this, the Albatross, as I reported last mail, will take some at the Admiralty rates.

2. In continuation of my 203-F, I have now received notice from the Colonial Secretary that Murray's rent may stand over until an answer has been received from the Secretary of State. I have seen J. Jackson and told him that he must not look to the Treasury to pay his rent due on May 8th.

3. The repairs to the Cyclops are proceeding satisfactorily, and I hope that the vessel will be ready for sea in about a fortnight. Upon further examination it has been found that the damage was rather more serious than was at first anticipated, and I imagine that the account will not be less than £1500.

4. Messrs Basilisk & Gilmour write as follows:- "We shall be much obliged and consider it a kindness, if when our work

Yours truly,

GEOFFREY DICKSON.

LIMURIA.

5.

"is put up for sale the Falkland Islands Company will give Messrs. John Hoare & Co. the selling of it as they are an old firm which have always given us full satisfaction in all business transactions and we should be sorry to leave them". I forward this quotation without comment.

6. I have received a letter from Capt. Willis dated the 23rd. inst. saying that the Hornet had arrived at Port Stephens with the rudder for the Fair Rosamond, and that he hoped soon to be able to proceed to Fox Bay to get a load of wool to bring into Stanley. He added that the schooner was not leaking much, only needing pumping for 15 minutes every 24 hours.

7. Owing to the changes necessitated by the Governor going home on leave, I understand that Mr. Felton has been induced to undertake the duties of Colonial Treasurer. You are probably aware that he was some time ago appointed a member of the Executive Council.

8. I enclose a draft on the Admiralty for the amount of provisions etc. supplied to H.M. Ships since the 31st. March.

I am,

Sir,

Your obedient servant,

THE OSI 283.

Duplicates. (Originals per H.K.S. "Canadian", April 23rd, 1962.)

Destination No. 203.

Copy of Stanley Cash Book for February

" " Journal " "

Store Indents No. 301

Second of Exchange No. 2211 for \$1302. 7. 6

" " 2213 " " \$5. 6. 10

Repairs to Remarks on Accounts

Statement on Accounts

=====

original:-

Store Indents No. 302

Remarks on stores

Mr. Rogers' Indent

First of Exchange No. 2214 for \$227. 10. 0

" " 2215 " " \$241. 12. 0

Stanley's Return to March 21st.

Copy of Cash Book

Coasting Insurance for April

Insurance on goods

Sept. 1961's receipt for West Coast Wool.

Mr. Rogers' letter April 24th.

Particulars of Draft No. 2215

Shipping Receipt

Statement on Accounts

Specifications: Wool. China. Sallow. Hides.

Particulars	118			
S & S	257	4	1	7

303

"Oroposa"

May 26th

02.

Sir,

My last despatch left per Liguria on April 30th, and I have since received your No 946 on the 12th inst.

2. 946-5. You will have learnt that the Inoa, though expected, did not come in here. Following this disappointment both the Lake Megantic and the Liguria took a much smaller quantity than we had ready for shipment, and I accordingly wrote to the West Coast Manager asking that a cargo boat might be sent in to take our tallow and relieve the pressure all round. I am glad to say that I have received advice from Santa Videa that the Antisana will call here about the middle of June. If, as we hope, the Oroposa takes some 700 bales the Antisana will probably sweep everything that is left, and afterwards the mail boats will doubtless keep us clear.

3. Same Par. Captain Roberts of the "Sypromene" is undecided as to whether he will await the arrival of the mail, and the question of commission must remain open until the last moment. The vessel is practically ready for sea and if the Captain elects to sail before the mail arrives I shall charge the 5% commission in the ordinary way, and leave the matter to be rectified at home.

4. The British ship "Rhuddlan Castle", 37 days out from Liverpool bound for Antwerp, put in here on the 1st May with loss of sails and damage to deck fittings. I enclose a copy of the Surveyors' report. The vessel was sighted on the afternoon of April 30th when the Liguria was here and the Samson was engaged to assist in getting her out. The next morning the tug was sent out early, but having a dead fair wind the ship sailed up Port William and anchored abreast of the Narrows. The Surveyors recommended the Captain to bring the vessel into the inner harbour and I agreed with Captain Roberts that the Samson should do this, and assist

him

P.J. Cobb Sec.

Managing Director, London.

(2)

him out when ready for sea for \$300.

5. The two Canadian sealing schooners returned here on the 1st inst. after a very successful cruise, and I am shipping the skins either by the Oropesa or the Antimna. They left for Halifax on the 24th to refit, and it is proposed to bring these vessels down here for next season. I enclose a copy of their accounts together with a draft on the owners for \$1871:17. You will see that I charged 7% commission again, but Captain Falcon told me that he hoped to make arrangements for future disbursements to be met by cash payments in London.

6. I am glad to be able to report that the "Siasie" is running again. Attention has fitted her up very well and she now works very satisfactorily. At the present time I have let her to Mr. Hayes whilst the admiralty launch is being overhauled. Our own men are running her, and as she has only to take the men backward and forward to their work there is no great risk attached to doing this work. I have agreed that Mr. Hayes can have her for about a fortnight at \$9:10:0 per day, reserving the right to have her when the mail is in the harbour.

7. With reference to the wood per Serecvade upon which, in my 201-7, I promised to send a full report, I regret to say that up to the present Johnson has been too busy with shipwork to attend to this, but he tells me that with the exception of what I mentioned at the time the quality of the wood is good, and distinctly better than some other shipments.

8. I enclose a statement showing the working of the new bakery for the first season from which you will see that after making allowance for the entire cost of erecting and for wages we show a profit of \$155:2:8, to which may be added the profit to the store on the flour &c supplied seeing that the bakery has been treated as a client and the full store profit charged. Beyond this we have had the satisfaction of pleasing the ships by the

better

(3)

better quality of the bread supplied, and have not been called upon to put up with any incivility from Wilkine, who last year, at least, imported a great deal of the flour himself. I think the Board will agree that this has been a wise outlay, seeing that if we lost the contract tomorrow we have considerably more than recouped the amount expended.

8. I regret that owing to the mistake when dispatching the Liguria I made an error in calling the number of bales shipped by her. You will probably have noticed that I mentioned the total number on board instead of the number consigned to the Company. I regret the error exceedingly and trust it has not caused any inconvenience to you. Whilst on this subject I would like to say that in my opinion Captain Lindsey Hay of the Liguria treated me in a very discourteous manner, and it was only by very hard work on the part of the first officer and our men that so many as 807 bales were shipped. The vessel arrived here with a deck load of timber for the Colonial Government and as this was stowed on the port side she was not able to go alongside the Great Britain until a lighter had been obtained and the timber discharged into it. It was noon before the Liguria was made fast to the bulk and as Captain Hay declared that he would not stop after four o'clock the only wonder is that so much was got on board. I was told that I should be reported to Liverpool, but by this time both Mr Harding and myself are accustomed to this threat and it does not greatly disturb us, but at the same time the P.S.N. Co might give us credit for a certain amount of coals and realize that we are at least as anxious to get good shipments away as some of their Captains are to take them.

10. I enclose a copy of a letter I have received from Messrs John Norton & Co of Sydney, together with a copy of my reply to it. It may be that you will have enquiries direct or through their Agents, but I suppose that even with our present stock of

coal

(4)

coal we should be justified in selling 300 or 400 tons seeing that it can be so quickly replaced by a cargo boat.

11. Our present stock of steam coal consists of about 500 tons.

12. I regret to say that a case containing fourteen bolts of lining was shipped per Liguria without being entered on a bill of lading. This case was made up in the store and sent direct to the steamer; in consequence it was overlooked. As it was marked F.I.P. I hope you have been able to recover it.

13. I enclose an extract from a letter received from Messrs. Stuckey Brothers with reference to the interest and commission charged in their account current for 1901, and which they request should be forwarded to you. If it is a fact that the reduced rate should be charged the difference can be credited this year, but I scarcely see how the fact of the 1902 wool being consigned to the Company affects the 1901 account. The Spring Point wool is now in Stanley and will be shipped by beaver if possible, or if not by the Antisena.

14. The "Fair Weather" arrived here on the 11th inst. after having the new rudder fixed at Port Stephens. Owing to the work on the two ships I have not been able to get her hove down for repairs yet, but I have had the ballast taken out of her and hove down temporarily for Johnson to see the extent of the damages, and I enclose a copy of his report. Meanwhile I have had the crew paid off, and as soon as possible I will have her repairs executed. Captain Willis is in very indifferent health and I am very much of the opinion that some other captain should be found for the vessel. Willis is never on good terms with his crew, and they apparently take a delight in seeing him into trouble. Certainly he is a very aged man compared with even two years ago.

15. Dr. Foley and his family arrived from Darwin on the 17th inst. and Dr. Jamieson goes out in the Fortuna to-day if the wind is anything like fair. In settling up with Doctor Foley I have paid him for 4 months salary, up to May 15th when he left Darwin.

I am, Sir,

Your obedient servant,

ENCLOSURES.

Duplicate. (Originals per Ledger April 30th)

Dispatch No 404.

Store Indents No 308.

Remarks on Stores.

Copy of Exchange No 2215.

do. 2215.

Coasting Insurance for April.

Insurance on Produce, Return No 33.

Mr Mathew's Report of April 30th.

Specification & B/L per Ledger.

Originals.

Copy of Stanley Cash Book for March.

do. Journal do.

Cash Vouchers, East & West Stores.

Stanley Ledger Balances, March 31st.

Store Indents No 308.

Remarks on Stores, and replies to Remarks.

First of Exchange No 2217 £ 26: 0: 0

do. 2218 400: 0: 0

do. 2219 197: 1: 7

Five Cheques, total value. 41:15:3

Insurance on Produce, Return No 33.

Schedule "Beatrice & Co's" Accounts, & 1/4 to owners.

Copy of Surveyor's Report, Ship "Huddler Castle".

Copy of correspondence with John Paxton & Co.

Extract of Letter from Stickney Brothers.

Copy of Johnson's estimate for repairs of "The Rosewood".

Statement showing result of working Bell.

Mr Mathew's Report of May 3rd and enclosure.

Shipping Report.

Remarks on Accounts, and replies to Remarks.

Statement on Accounts.

Specification of 18 Bales of Wool.

W. F. D.

165

18 Bales of Skins.

206

CROPSA.

28th. May

02.

Sir,

The Cropsa arrived in Port William last night, but is late to come in until daylight this morning. She will take some 600 to 700 bales of Wool. I have received no telegram from you.

2. I am glad to say that I have been able to close up the Oypromene's accounts, and I enclose a draft on Messrs H. Farnie & Sons for £1850.10. 9. You will see I have charged the full 5% commission, and this has been done on the understanding that it is subject to rectification at your end. The vessel has been towed through the Narrows to-day, and I am happy to say that the Captain leaves with the pleasant feeling that he has received good treatment at our hands. He not unnaturally complains a good deal of the heavy wages paid here, but is satisfied that as far as we are able he has been dealt with in a fair and reasonable manner. I have charged him the nominal sum of £15 for towing out of the Harbour, but this was really a very small affair as he only wanted to be taken just through the Narrows, and having spent so much with us I did not think it was policy to add more on to this item.

3. Mr. Mathews has written to me enquiring what our stock of German beech is, and asking me to inform you by this mail. We have only about 30 feet of 2½ inch plank on hand, and apparently none has been imported for a long time. Johnson says he does not think this class of wood is superior to English oak.

4. When the Oravia was here on her outward trip, a representative

W.E. Cobb Esq.,

Managing Director,

London.

of Messrs. Stuart & Co., of Buenos Aires, called on me for the purpose of ascertaining whether it would be possible to buy wool here next season. He said his firm would be prepared to make an offer for the whole lot as it arrived in Stanley, and seemed to think it might be worth our while. Beyond giving him facilities for seeing a sample of the wool now on the Great Britain, I did not give any encouragement, but told him simply that all offers of this sort must be made direct to you. I might, however, mention that his mission became known to Mr. Felton and Mr. Packs, who expressed the opinion that it seemed worth a trial. I am aware that the Board would probably not wish to sell their wool except in the ordinary way, but think it only right to mention the matter.

5. I am cabling you this mail to request instructions about a Captain for the Fair Rosamond. Willis seems to be a broken man, and I do not think it right that he should continue as Master. He is in very bad health, and his eyesight is certainly most defective. I see that his three years' agreement expired last February, and perhaps it was a pity that it was not terminated then; but certainly I hold very strongly that this opportunity should not be lost of getting him out of the schooner. Dr. Foley tells me confidentially that two great characteristics of diabetes are defective eyesight and drowsiness, and I think that there can be no question that Willis has this disease in a very advanced stage. If you give your consent, I feel sure I could get J. Jense to take on the work, and everyone agrees that he is a most capable man, or Henrickeén might perhaps take the Hornet again, and Ennanga the Fair Rosamond. As an alternative there is Capt. Malcolm of Punta Arenas, who was on the Rippling Wave, and who wrote to Mr. Harbo last year on the subject. I have just received a further application from him and could get him over from Punta Arenas at short notice. I see that Willis under his agreement is (or was) entitled to six months' notice, but even so I hold it will be cheaper to let him go at once. Probably the total cost of the

3.

present repairs to the schooner will not be less than \$250,
and had he been a smart man the accident would never have oc-
curred.

I am writing you as follows: Calculate
the amount of repairs
I am,

Sir,

Your obedient servant,

H. B. [unclear]

APPENDICES:-

Form of Exchange No. 2225 Dated on H. Fernis & Sons 11829, 10.5

Share on North and South Wales Bank Ltd. for £50.

Bill "Cyprus" Account

Copy of Form Survey "Cyprus"

Instructions on Process Return No. 24

Supplementary Statement on Account

Formal Receipt No. 222

Letter to P. E. Cobb Esq.,

Specification and Bill of Lading.

Form Copy P. E. N. Account.

207

ANTISANA.

June 17th

02.

Sir,

The Antisana arrived yesterday morning and will take all the railway besides about 300 bales of wool, leaving at daylight tomorrow morning.

2. Pending the arrival of the Iberia, which is now almost a week late, I have nothing from you to acknowledge and as I received no cable from you via Coronal I imagine that she does not bring much news.

3. The repairs to the "Ruddler Castle" were completed on the 13th inst, and although I had not received telegraphic advice from you that the Owners would accept the Master's draft I did not think I should be justified in detaining the vessel after she was ready for sea. I accordingly made up the account and took the Captain's draft for \$2748.11 which I enclose. With such a firm as Robert Thomas & Co. probably there is not much risk that the draft will be dishonoured, but it was distinctly unfortunate that although the ship was here for six weeks we were not able to receive any message from you on the matter. She arrived the day after the Liguria left and the fact that the Cruvia was late made it impossible to wire in time for you to advise the credit via Coronal, and now the Iberia is much behind time. However she sailed on the 13th inst, and I can only hope that everything will be in order.

4. Since my last report as to coal I have sold 30 tons to the Naval Works, nine tons have been delivered to the Sissie and eight to the Smithy so that our present stock consists of about 515 tons.

5. As reported in my 201-S there is a considerable quantity of damaged coke in the Glasgow which must be got out before we can

F. J. Cobb Esq.

do much

Managing Director.

London.

(2)

do much with the coal. We had thought that it would be necessary to take this out to Port William to jettison but I have arranged to sell the Government fifty tons for mending the roads at 5/- per ton alongside the jetty.

6. I am pleased to be able to report that David Dick worked very well in the Smithy whilst we had the two ships in here, and he showed that though he may not be a particularly robust man he is capable and willing to undertake any work that may be required.

7. As I think you will wish to know that the tallow is being taken I am cabling to you as follows:- ANTISANA SPIETZHACKE ROOSTIRIA.

I am,

SIR,

Your obedient servant,

ENCLOSURES.

Duplicates. (Originals per Oropesa May 23rd. 1902.)

Despatches No. 205 and 206

Copy Stanley Cash Book for March

" " Journal " "

Stanley Ledger Balance March 31st.

Store Indents No. 203

Remarks on Stores

Second of Exchange No. 2217 for £25

" " 2218 " 400

" " 2219 " 157. 1. 7

" " 2225 " 1253. 10. 5

Insurance on Produce No. 33

" " " 34

Extract of Letters from Stickney Bros.

Copy of Johnson's Estimate for repairs of Fair Rosamond

Statement showing result of working Bakery

Shearing Return

Remarks on Accounts and Replies to Remarks

Statement on Accounts

Copy of Ship "Gypsomene" Accounts

Specification and P/ls per Oropesa.

Originals.

First of Exchange No 2227 on R. Thomas & Co.

Draft on Thom & Cameron, £200.

Coasting Insurances, May.

Insurance on Produce, Return No 35.

Ship Rhuddlan Castle Accounts, & L/A to owners.

Copy of final survey Report "Rhuddlan Castle"

Cattle & Horse Returns, May 1902.

Statement on Accounts.

Specifications:-

	Wool.	Skins.	Tallow.
D.H.	13	5	
F.	65	27	
J.H.D.	43		
S.	134	17	
P.H.	111		
G.G.		100	
F.I.C.			516
J.P.			72.
J.G.			53.

34 Runners.

SIR,

ORILLAVA.

June 24th.

77.

SIR,

I wrote you last by the ARRIVAL of the 17th. INSTANT, since when I have received your letter per LIBRIA on the 18th.

2. PAR. 3. I enclose an estimate received from Messrs. BARR & STEVENSON of LONDON DOCK, from which you will see that the sum of \$150 is asked for hauling up and launching the FORTUNA. I also had a letter from Messrs. STUBENRAUCH & CO., saying that they had received a tender for the same work at \$250, but as they thought this was exorbitant they had not forwarded the estimate. JOHNSON says that he feels quite sure that the work could be done here at half the cost, the only thing being that there is a certain danger of straining the vessel in leaving her down.

3. It was found that two of the six-tines of the AX were alright, and therefore only the one was sold. I regret that this fact was not mentioned. I quite understand that a Foreman carpenter is not as a rule the best man to survey cargo, but JOHNSON'S experience in these matters is so much more extensive than that of Captain THOMAS that his opinion is the more valuable, and it must not be forgotten that JOHNSON signs himself "Surveyor for Board". of the damage

4. PAR. 4. Whatever was the cause to the loss of coffee, it is quite certain that it could not have been owing to anything but immersion in sea water, as the coffee was quite oiled and dried. The Mate was the authority for saying that they had dropped it overboard while loading.

5. PAR. 5. The delay in forwarding the drafts on Mr. W. F. WALDRON

F. F. COBB Esq.,

Managing Director,

London.

2.

Walsh does not occur in this office, and when I send Mr. Walsh the draft for the current half year I will ask him to return it at once.

3. Par. 3. I am glad to report that upon heaving the Fair Rosemond down, it has been found that the damage sustained was less serious than appeared likely upon first examination. Johnson estimates that the cost will be something like a hundred pounds less than his original estimates. He is proceeding with the repairs at the present time, and I have every hope that in the course of a week she will be ready once more for sea. I was disappointed at not receiving per Iberia a reply to my cable asking for instructions as to the appointment of a Captain for her, but so strong is my conviction that it would not be right to let Willis go in her again that I have asked George Osborne whether he would take the Mastership if it were offered him, and he has agreed to do so if I do not receive any instructions from you via Colonel. I feel confident that Mr. Harding will confirm my opinion that there is no man in the islands who will do better work in her and that he is a thoroughly reliable steady man. I very much hope that the Board will approve of this appointment. Certainly the cost of the repairs will be kept down as low as possible, and as there is still so much wool to be brought in she will be put in commission without delay.

7. Par. 8. I was not aware that the Company had any part of the insurance of the West Point wool lost in the Allen Gardiner. As a matter of fact, I was never told officially of her loss, and I doubt very much whether the Master extended his protest. Poole is in every way an unsatisfactory man, and as he has now left the Colony under circumstances which make his return more than doubtful I question whether anything further will be heard of him here. The schooner was said by him (and this was confirmed by Howlands) to have sunk in deep water, owing to the fact that she was got off after striking, only to fill and sink. I take it therefore there was no question of salvaging

3.

salving the wool.

8. Par.12. As promised in my 202-7, I have had a practical test given to the hoses for the Samson, and am pleased to report that they worked in an excellent manner. There was rather over 3 feet of water in the Egeria, and the Samson pumped this out in about three hours and a half without anything like a hitch, so that we may now congratulate ourselves that should a ship arrive requiring her services the tug could do her work well. I enclose a report from Captain Thomas upon these hoses and the couplings that we have on hand. Probably you will agree that a spare set should be kept for use in case of emergencies. The leather hoses are undoubtedly in a very bad state and should certainly be renewed.

9. Par.13. I regret that the extract from the Lake Megantic's log was not sent to you. It was promised to me, but at the last minute the letter that I forwarded was given me, and I thought you would have no difficulty in obtaining whatever was needed upon the arrival of the vessel. As the bale of wool was lost at night, it would have been difficult in any case to recover it, but this was rendered quite impossible by the fact that it was lost owing to the fact of the steamer shearing off from the Great Britain, and then closing up again.

11. Par.14. I did not actually refuse to pay Baillon & Stickney's cheque, but told Messrs Zaitz Braun & Blanchard that as some question had arisen about it, I must defer payment until I had been able to communicate with the drawer. This I did, and upon Mr. Stickney telling me that it was in payment of horses purchased I at once remitted the money to Sandy Point. At the same time, I gather that I should have been justified in refusing to pay had I found that the cheque was for the purchase of stores which we were able to supply.

12. Par.15. I have told Johnson to have the cushions taken off the Billiard Table, and they go home by this mail packed as you desire.

13. Par.16. I have heard nothing from Mr. Reginald E Cobb
as

4.

as to when the Speedwell Island Wool will be ready for shipment, but will make a point of getting it forward as soon as possible. If it is brought in by an outside schooner, I will not omit to charge freight as from a distant port.

14. Par. 17. During the gale when the Fair Rosamond was driven ashore, both the Hornet and Estrella were anchored in Port Pleasant and the latter dragged her anchor and got ashore. As far as I gathered at the time she was in no great danger, but could not get off unless lightened. The Hornet took 23 bales of the Port Stephens wool on board, and the Estrella then floated and took back the wool. Amunga told me that he was very pleased to be able to help, because a few years ago the ship was stuck by the Hornet for three days, and was of material assistance to him, and this was supposed to have put the balance right again; Mr. George Cobb, who was on the Hornet at the time, tells me that the wool in the Estrella was never in danger, and it was only a question of saving time, as the wool could have been boated ashore and back again.

15. Par. 18. We are all glad to hear that the wool market is better again, and that Tallow is fetching such a good price. I hope the Antisena cargo will fetch a good market. I signified by cable, without instructions, the number of casks of Tallow shipped. Besides the shipment of 12 bales of wool by this steamer, there are only about half a dozen bales at North Arm to complete the Company's wool shipment for this season.

16. Not having received a cable from you with reference to Hool's passages I have decided, after consulting with Mr. Mathews, to issue them, and they leave by this steamer.

17. Mr. Mathews is now in Stanley for the purpose of seeing Mr. Lawson on his way to England. He tells me that he proposes to leave for England by the mail of July 22nd., and from your letter to him I see that he is to have passages provided. If he goes by the next mail, I will include his name in the cable from here.

I am,

Sir, Your obedient servant,

ENCLOSURES.-Duplicates.- (Originals per Antisana, 19th June 1902.)

Despatch No. 207

Second of Exchange No. 2227 on Robert Thomas & Co.

Coasting Insurance - May

Insurance on Produce Return No. 35

Ship "Rhuddlan Castle" Accounts

Final Survey Report "Rhuddlan Castle"

Cattle & Horse Returns May 1902

Statement on Accounts

Tallow Weights

Specifications:-

V.I.C.	34 Casks Runners
S.C.	100 Bales Sheepskins
D.N.	13 Bales Wool 5 Skins

Specification & Bills of Lading per Antisana

Originals.-

Copy of Stanley Cash Book for April

" " " Journal " "

Cash Vouchers East and West Store

Store Indent No. 304

Remarks on Stores and Replies to Remarks

Estimate for hauling up Fortuna

Capt. Thomas's report on Samson's Hoses

Postage Stamps for M.R. Hughes Hughes Esq.,

Letter from Mr. Methews of June 24th, and enclosures

Shipping Report

Remarks on Accounts and Replies to Remarks

Statement on Accounts

Specifications:-	Wool	Skins	Tallow	Hides
J.B.	61	3	3	23

303.

RAMONA.

22nd, July

ON.

Sir,

My last despatch left by the Swallows on the 24th, 1911, since when I have received on the 21st, instant your despatch No. 948 per Liguria.

2. Feb. 1. My despatch per S.S. "Cambridge" was posted in the usual way and should have reached you in due course; but I hear that the Foremaster or his subordinate of the "Cambridge" overlooked part of the mail, and some of the bags were not forwarded from Monte Video until some days later. The Commadore promised that he should suffer for it, but that does not much satisfy very much.

3. Feb. 2. The "Antarctic" returned from South Georgia on the 4th, instant, after a very successful trip. This does away with the idea of any vessel being sent down to search for them. Captain Larsen tells me that the Argentine Government have offered them all the coal they want, without payment, and they will therefore go from here to Tierra del Fuego and take in what is necessary. Before leaving, however, a trial is to be given to the "Glenegowan" coal. Upon the arrival of the mail from Buenos Aires, Mr. Anderson paid in the sum of £318. 8. 8 to the credit of the Expedition, against which they propose drawing as they need money, and he tells me a further sum will be paid in before they leave.

4. Feb. 2. I have sold some of the "Glenegowan" coal since my last report: this time it was delivered in our lighter alongside the jetty at 20/- per ton, at which price 45 tons were sold.

F. B. Cobb Esq.,

Managing Director,

London.

3.

5. Para. 6 & 8. When the ships were here, no claim was made with regard to the Admiralty being entitled to more than the 1200 tons of coal contracted for, and at the Commodore's desire I supplied a table showing the 881 tons still on hand, after which he told me that the "Antarctic" might be supplied from that with what they wanted. Since my last report in 207-4, some 6 tons of coal have been supplied to the Sissie and schooners, and our present stock is therefore about 510 tons. The 30 tons sold to Mr. Hayes, as reported, was at the rate of 65/-, unless the Admiralty wish it to rank as if supplied to R.N. Ships, in which case it is to be charged at the contract price.

6. Para. 7. With regard to the fact that the Captain of the Allen Gardiner did not extend his protest, it should, I think, be remembered that Poole did not consult me at all, and I was unaware that the Company was interested in the Insurance. I did not think it was necessary that Lloyd's Agent should run after the Captain, but rather to give advice when asked for it; in that capacity it would seem to me that the Underwriters' interests are best served when the Captain neglects to take such steps as will insure his and the shippers' interests being safeguarded. I agree with you that a receipt written in pencil on a piece of cardboard is absolutely unbusinesslike, but I fail to see that we are called upon to see that shippers who employ these outside schooners accept only proper receipts, and it is probable that the combination of A.B. Pelton and Poole is the only one in the Islands where affairs would be carried out in this manner. At least the Captains of our own vessels are more alive to the fitness of things.

7. Para. 10. I regret that in my cable with regard to the Bladdan Castle the word "FIDELITY" was out of place. As to my cable about a Captain for the Fair Rosamond, I certainly thought it would be understood in view of what I had said in 202-7 - supplemented as it would be by what Mr. Harding would tell you about Willis. At any rate, you would have received my despatch No. 206 in time to cable via Monte Video, but in the absence of

3.

any such instructions, as soon as the vessel was ready for sea, I appointed George Osborne as Master at \$10 per month subject to your approval.

8. I enclose an account showing the cost of the repairs to the Fair Rosamond, amounting to £282. 0. 6, which though heavy is not more than was estimated by Johnson, when allowance is made for the cost of the rudder sent out to Port Stephens together with carpenters' wages during the time they were away from Stanley fixing it. This item would not be less than £70. The extra expense has been incurred in replacing the lost boat, with labour on the one substituted, by supplying and fixing a new pump, and by the necessity of having a night watchman during the time the vessel was hove down. I have not charged anything for freight on the rudder or for passages of two carpenters by Hornet to Port Stephens.

9. Feb. 12. I note that you want a complaint made when the steamers leave wool behind, having room in their holds. I will bear this in mind, but it must not be forgotten that they generally have space reserved for cargo from Monte Video or Rio. When the steamers come in here several days late, the Captain's argument has always been that it would not pay the P.S.N.Co. to lose another day for the sake of taking in a few more bales. I have on more than one occasion pointed out that however cogent an argument this may be from their point of view, it does not in any degree console the shipper whose produce is left behind, simply through the fact that the Pacific are so irregular in their arrival. I have mentioned to you in 202-10 and 205-8 that a considerably smaller shipment was made than we looked and hoped for.

10. I enclose a copy of an account which I have received from the P. S.N.Co, Valparaiso, showing expenses in connection with the Chilota labourers, amounting in all to £371. 1. 9, and also a press copy of the account as rendered to Mr. Christie. As you have already paid the passage money one way, I supposed you will discharge the balance, and have so informed the Manager at Valparaiso; but I do not think it quite fair that they should charge 5% commission, more especially as it was pointed out at the time that these men were engaged with a view to facilitate the despatch of the steamers, and it was promised that every assistance should be given us in carrying out what was understood to be an experiment.

11. The schooner "Richard Williams" is now hove down and being re-

4.

re-captured at the request of Mr. J. H. Dean. I am told that she has not been so treated for eighteen years.

12. I learn that by the last mail Mr. Hayes received instructions from the Admiralty to considerably extend the scope of the Naval Depot beyond what has been understood to be their intentions hitherto. It is now intended to build some houses at the back of the works on the other side of the hill, and it is further proposed to construct a small slip for hauling up lighters. Mr. Hayes tells me that he does not think he will be able to supply coal to the ships this year, but that a store ship will be coming out here in November with building material and a certain amount of coal. He has asked me to quote him a price for the use of two lighters to help in the discharge of this vessel, and I enclose a copy of my reply. It is expected that a steel lighter will come out almost at once and another later, and Mr. Hayes has been asked to report whether these will be sufficient, if supplemented by whatever can be hired here when a coal ship comes once or twice a year. I believe that the extra work now sanctioned will take at least two years to complete, and by last mail Mr. Hayes wrote to Sandy Point for about 30 additional labourers.

13. I enclose copies of accounts current for Port Stephens, Pebble Island and Weddell Island to June 30th. I am not sure whether you want the last under the altered circumstances, but I have sent it to be on the safe side.

14. Mr. Mathews, having ceased to act as Camp Manager for the Company, leaves for England by this present steamer.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

ENCLOSURES. (Originals and Collated, both June 1902.)

Copy of Stanley Cash Book for April

Journal

Stores Indent No. 304

Remarks on Stores and Replies

Letter from Mr. Melrose of June 24th. and enclosure

Remarks on accounts and Replies to Remarks

Statement on accounts

Specification & Bills of Lading per Wellington.

Letter to P. F. Galt Esq. June 24th.

ORIGINALS.

Copy of Stanley Cash Book for May

Journal

Cash Vouchers sent and sent back

Stores Indent No. 305

Remarks on Stores

Remarks on Stores and Replies

Copy of Exchange Statement on London & River Plate Bank Ltd £100, 14. 0

2004 * South American Missionary Society £ 75. 6. 11

2006 * Asst. Gen. H. M. Navy £400. 0. 0

Draft on Messrs. Shaw & Carter £300. 0. 0

Cheque on London & Westminster Bank Ltd. £100. 14. 8

* London & Joint Stock Bank Ltd. £150. 0. 0

Accounting Insurance for June

Stanley Vague Return to June 20th.

Copy

Mr. Melrose's report of July 15th. and enclosure

Collated

Copy of "The Account" regarding account

Account of Expenses re Chilean Labourers

Copy of letter to Mr. Hayes re Rate of Lighters

Original Report

Statement on accounts

Remarks on Accounts and Replies to Remarks

Accounts Current for Port Stephens, Pebble Island & Mrs. C.H. Williams

Specifications:-	Feet.	Skins.
T.B.	100	1
L	7	
D.S.		
C.I.	59	2
S.A.B.	45	7
S	30	5

SIR,

LIMITED.

RACHELSON,

19th AUGUST

1891.

SIR,

My last despatch left per "Pamona" on the 10th. Since then and on the 7th I received your despatch No. 349, and letters of the 25th and 31st July.

1. 24th-1. I have to express my regret that the letters have been given to the Purser of the Hall steamers without being marked "via Lisbon", and will take care that in future this shall always be done. Hitherto, it has never been considered essential as the Purser have always assured us that all letters would be posted at Lisbon, and I take it that the present is an isolated case where it has been overlooked.

2. 24th-2. It is a great pity that there should be grumblings from owners of vessels repairing here, but probably it would be impossible to do away with them altogether. At the same time, anyone who has seen the ordinary Falkland Islander at work must acknowledge that he does spin a job out, and if terms could be arranged whereby it was possible to enter into a contract it would be beneficial to all parties. One never hears a word against the quality of the work done here, it is only the time it takes that strikes the Captain as being out of reason. In the case of the "Syracuse", the expenses were increased owing to the fact that Captain Roberts had more work done after Johnson had practically left the vessel. They were a series of small jobs which all took time, and several times the carpenter's boat and crew were sent off to fetch something which the ship's men might have brought ashore. Captain

F. B. Jones Esq.,

Managing Director,

London.

3.

Roberts was a very fair spoken man, but like a good many Welshmen was given to saying more behind one's back than to one's face, and I am not astonished to hear that he has told his friends that the prices are excessive.

4. Par.3. I understood that Mr. Mathews was writing to you on the subject of German Wool. All he asked me to do was to let you know what stock we had on hand. As he is now in England you will be able to find out what sizes are needed. I have asked Mr. Allan if he could tell me, and he tells me that he has been in correspondence with you on the subject.

5. Par.4. I quite see your point about selling wool here, and though there are a few of the sheepfarmers in the Island who consider themselves smart men of business as any wool buyer, I think there are only one or two who would seriously entertain the idea that they could get better prices here than in the London wool market.

6. Par.5. From what I said in my 209-7, you will see that G. Jacobs has been master of the Fair Rosamond since the repairs were finished. I am glad to say he has made a successful trip to the Chartres and is now away for the Fox Bay wool. I gave Willie a month's notice at the end of June, so that for the month of July we were actually paying double wages, but I thought this was the right course to take.

7. I enclose a statement showing the amount of the wool that has been shipped this season, together with the amount for which space was asked, with the approximate number of bales left on hand after each steamer's call. We have a large shipment on hand now, owing to the fact that the Panam took nothing; it is to be hoped that the Magellan will clear us out again.

8. Par.8. The cost of running the Siskie for Mr. Hayes was, as nearly as can be ascertained, about 30/- per day, leaving us a clear £1 per day to which may be added the fact that we are getting a profit on the coal used. Beyond this we were able to get a certain amount of work done for ourselves as she was not

running continually, and as it was stipulated that we should have the use of her while the mailboat was in the Harbour we were not called on to keep banked fires for two or three days waiting for the mail. Mr. Hayes has asked for her again this week for a few days, and as the working hours are now longer he has agreed to pay £2.15.0 per day.

9. Feb. 11. The "Antarctic" will take about 20 tons of coal this time, and 30 or 40 tons when they return in February, so that we shall have no difficulty in keeping at the disposal of the Admiralty the balance of the 240 tons.

10. Feb. 13. I note what you say as to the interest to be charged to Messrs. Stickney Bros., and informed them last night of your decision. We can deal at the end of the year with the extra 2½ and 1½ commission, which we charged them in last year's account current.

11. Feb. 15. The error in the remittance from Kixson was owing to a mistake in this office, which has since been rectified and the balance is advised them this. We have always made a rule that until these checks are met the goods are not to be delivered, and Kixson has always paid, although he has been sometimes apparently reduced to distress to find the money.

12. Letter of July 31st. I have had carried out the necessary changes in the style of the Company, and will take care that all documents from here bear the word "limited" in addition to the usual Corp.

13. Letter of July 11th. I enclosed a voucher for Lloyd's Agency fees as desired. I believe this is the first time during the time I have been here that such a document has been sent for, and we understood that the Inspectors accepted this without demur. With regard to the fact of Johnson being on the final survey, I thought that as his name does not appear in the accounts no one outside the Islands was aware that there was any connection between the Company's Foreman Carpenter and Mr. Johnson, Master Shipwright and Surveyor for "Records". Old Sigs has the reputation of not being too straight, and to us

knowledge; he has said things to Superintendents which would tend to throw discredit on Johnson's work. The course I took was not due to an oversight or for the want of knowing the proper thing to do, but at the same time if necessity should arise again during Mr. Harding's absence I will put Biggs on the final survey.

14. As reported in my letter of July 24th, the Estrella was totally lost on the night of the 16th. July. Happily, no lives were lost, but the vessel itself is so smashed up that I believe that there will be little or nothing saved. As far as we are concerned, it might have been worse as there were only a few things on board for her way of the total value of rather under \$10, and none of them were covered by insurance.

15. On the evening of the 26th. July the Chance, in coming from Port Louis, went ashore in Port William during a blinding snow squall, and was unable to get off. Next morning, Parrin came to me for assistance, and I agreed to send Captain Thomas down with the Sisco and get her off for \$500 on the "no cure no pay" system, on the understanding that as the services rendered would be in the nature of salvage and to prevent a total loss the claim should not fall on the estate, but should be recovered from the Underwriters. I enclosed the Agreement entered into by Parrin and Captain Thomas for the Company, and presume you will have no difficulty in recovering.

16. Owing to the fact that the Estrella was not insured, I understand that William wants to lose some \$300, and he now claims that by a registered agreement with Parrin that he should have the insurance policy of the Chance in his keeping and has applied to me for it. This I have of course refused to listen to for the very good reason that you hold the Policy in London. I do not know what the upset will be, but I think if he has a registered agreement, as he says, he may endeavour to enforce it. The insurance premium due on the 17th. instant has been paid.

17. Another outcome of the loss of the Estrella is that we

B.

have been invited to tender for the carrying of the mail between here and the West Falkland Island. I have not seen my way to doing so, however, as we shall soon have the wool season upon us; and, pending Mr. Harding's return, I have not cared to pledge the schooner to do outside work. Should it be thought well to do so later, I do not doubt but that we shall have another opportunity as the Chance is the only vessel now available, and the accommodation that she possesses for passengers is not up to what is thought proper.

18. The Pacific Steam Navigation Company have sent me a General Statement for the damage caused by the fire which occurred on the Iberia on February 18th. 1901. According to this statement the Company is liable for £24. 1. 8 as their contribution for cargo on board. I have not yet collected all the claims, and shall not therefore credit the P.S.N. Co. until the next mail, when I will credit the Company's share. I suppose you will take the necessary steps to recover this amount from the Underwriters.

19. Owing to the wreck of the Estrella, and the consequent interference in the delivery of the mail at Fox Bay, there will be an unavoidable delay in forwarding Mr. Waldron's half yearly draft.

20. Further enquiries about the Shengowan coal have been made, and I have supplied a ton to Mr. Cameron for trial in his boiling down furnace; if it burns all right, he will take 20 tons. Mr. Buckworth is also enquiring about it, and possibly we may be able to sell a quantity on the West if the report on it is good. I have also sold a small quantity of the coal, which, though damaged and covered with rust, is said to burn well. I have caused it to be known that this can be bought at 10/- per ton, and already nearly 20 tons have been disposed of at that price.

21. Having received the sanction of the Admiralty, Mr. K Hayes is now, at the request of the Colonial Government, repair-

6.

repairing the Dockyard Jetty. The cost will be considerable, but I understand it is likely that the Admiralty will make a contribution towards it. It is proposed to proceed with some repairs to the Stone, or Town, Jetty, later on.

22. The Magellan has arrived this afternoon, and although she brings me a letter from Valparaiso acknowledging my request for space for 1000 Bales of Wool besides Tallow and saying that arrangements had been made to lift this, she has only room for 500 bales at most. This leaves us with 700 bales and 130 Barrels of Tallow on hand, and I cannot but think it is in every way shabby treatment of us.

23. The Antarctic Expedition had about 120 Casks of Illuminer Oil which they wished to ship per Magellan, but this also has been shut out. This was to have been consigned to Christensen & Co. of London, against whom drafts may be drawn for balance of disbursements here.

24. Since my last report we have coaled the Senison, putting nearly 35 tons into her. The schooners have all had some, as well as the Admiralty launch; but available stock, therefore, is now about 475 tons.

I am,

Sir,

Your obedient servant,

J. W. Harding.
Manager.
Whitby.

ENCLOSURES.DUPLICATES. - (Originals per Panama, July 24th. 1902.)

Ledger No. 208
 Copy of Stanley Cash Book for May
 Journal
 Store Indents No. 305
 Remarks on Stores and Replies to Remarks
 Second of Exchange No. 2234 on South American Missionary Society
 for \$73. 6.11
 " " 2235 " Acct. Gen., H. M. Navy for \$400
 Coasting Insurance for June
 Stanley Wages Return to June 30th.
 Mr. Allen's report of July 15th., and enclosure.
 Copy of "Fair Rosemond's" Repair Account
 Copy of letter to Mr. Hayes re Lighters.
 Statement on Accounts
 Remarks on Accounts and Replies to Remarks
 Accounts Current Port Stephens, Pebble Island, and Mrs. C. H. Williams.

ORIGINALS.

Copy of Stanley Cash Book for June
 Journal
 Cash Vouchers East and West Store
 Store Indents No. 306
 Remarks on Stores and Replies to Remarks
 Store Ledger Balances to June 30th.
 Ledger Balances to June 30th.
 First of Exchange No. 2237 on Ex. of Tarapaca & Argentina Ld. for \$10
 Insurance on Produce No. 36
 Coasting Insurance for July
 Agreement for salvage services to Chance
 Ship "Cypriote" - statement of Lloyd's Agency fees
 Table of shipments of wool
 Mr. Allen's letter and report, August 13
 Shipping Receipts
 Remarks on Accounts and Replies to Remarks
 Statement on Accounts
 Letters for Mr. & Mrs. Mathews and Dr. Foley
 Specifications. -

	Wool.	Skins.	TALLOW
D H	156	5	
J H B	38	5	
W E D	167		
S I	22		
Z	42		8
E	39	13	13
W F			44

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LIMITED.

ORAVIA

15th. September

02.

Sir,

I wrote you last by the MAGELLAN on the 13th.ultimo, since when I have received your despatches Nos.950 and 951 per MCHILABA on the 5th.instant.

2. 950-1. I was aware of the standing rule that no telegram is sent when there is less than 100 bales of wool shipped for the Company, but as explained in my letter of the 24th.July I thought it better to let you know that nothing had been shipped as you were aware that we should have produce on hand, and might have thought that the cable had miscarried.

3. Par.4. As it was found that the damaged coke would burn fairly well, I put up a notice in the stores that we would sell it at 12/- per ton at the head of the jetty. At this rate I have disposed of 60 tons. With regard to the coal, I have sold 50 tons to Messrs Packer Bros & Co. at 32/6 per ton delivered at Fox Bay, and a small quantity to Messrs Bertrand & Felton at 50/- delivered.

4. Par.5. and 951-2. I note what you say about leaving down the Fortuna, and as I have not received the cable you mention I take it that it has not been decided yet whether to leave her down here or not. I am glad that these instructions have not arrived, as just at present we should not like to be without her. I want Rowlands to make two more trips, one to Port Howard for Tallow, and another to Roy Cove for the whole clip; unless something unforeseen occurs this ought to be finished by the end of October. There will then be plenty of time

F.E.Gobb Esq.,

Managing Director,

London.

to effect the repairs before the wool season begins again. With shipwork on hand now it would not have suited us to undertake these repairs at the present time.

5. Par.13. I have informed Messrs.Packe Bros.& Co. of the error in describing one of their bales of wool.

6. Par.14. We have on more than one occasion pointed out to clients that they should make out separate specifications for the different classes of produce, and I will do so again. Some of the, however, have but a hazy idea of the value of specifications at all.

7. Par.15. I thought what I said in 205-7 would be considered a sufficient report upon the wool from Messrs.Lamb Bros., but have got Johnson to give me details and enclose the report herewith.

8. 951-4. We have received the set of flags for the Fortuna. With regard to the measurement for the Hornet's set, the present flags are undoubtedly 8 feet long. These flags are in excellent order, and only need supplementing with the new ones. En-nenga says that the present flags are too small and would be better if 12 feet long.

9. Par.5. I wrote to Messrs.Stubenrauch by the Orallana, offering to sell them the Sabine upon the conditions you mention, but of course have not received their reply; should it arrive by the Oravia I will send it on by that boat. If they make an offer, I will cable it to you, but I imagine that they will be more likely to do this by their London Agents, as when I told them I was referring the matter to you they informed me that they were acting for others, and that they expected that the negotiations would be carried on at home.

10. Par.7. I note that you have bought steam coal on very advantageous terms, and that 1000 tons are to be supplied to H.M.Ships during the coming season. You do not say when we are to expect the arrival of the "Glenfarg"; but as I see from the correspondence that it is understood that the coal is to be here in October, I suppose she is now on her voyage.

3.

11. Par.8. It has now been decided by the Committee that owing to the impossibility of the bricks arriving here before the end of the year at the earliest, the building of the Church Tower must be postponed for a year. There is, therefore, no hurry for the bricks to arrive here, and possibly you may be able to make a favourable arrangement for shipping them out later on. With regard to the quality of the bricks, the Committee felt that, knowing the nature of the weather in the Islands, you would not send out a brick that was likely to prove unsuitable. Those that the Governor imported last year appear to be very good. They were from the Wrexham Brick and Tile Company, and probably the cost of getting them to Liverpool was not excessive. I understand that the Committee are prepared to pay cash. It was not expected that the Company would ship this material on commission, a direct order was given here and as it was not in stock it was indented for in the usual course.

12. Par.9. The only cable I received was the word CAVEASE the meaning of which I am unable to discover. The tonnage per Orellana would have been expressed by the word SUBASTADOR. I might mention that I did not receive this cable until the Orellana ~~xxxxi~~ ~~xx~~ arrived here, as will be seen by the enclosed envelope.

13. The British Barque "SERENA", Port Talbot to Calcutta Buena with Coals, arrived off the port on the morning of the 4th, when the mailboat was here. I sent the Samson out, and after about five hours' towing she was brought in safely. Very bad weather had been experienced off Staten Island, three boats were washed overboard and the fore-castle gutted, besides which sundry damages were received to the top hamper. I enclose a copy of the Surveyors' report, from which you will see that the work is likely to last some weeks; the cost will be not much under £2000, in all probability. The towage was £250 and £10 for the use of the hawser. The Master is Captain Dagwell, who was here in the Astoria in 1890 and again in 1894. I am pleased to say

4.

that the Samson did very good work on this job; it was blowing hard and the sea was running high, nevertheless the tug hung on to the ship and brought her in, after having parted one hawser.

14. A quantity of wreckage was reported floating about Port William last week, and I agreed with the Shipping Master to send the Samson out to tow it into Stanley Harbour for £75. I thought that as we have schooners coming in and out constantly it was to our interest to have the port kept clear. The wreckage, which is believed to be part of the John R. Kelly, was found to have got aground in one of the small bays close to William Point, and we had to go down three times before we could get it off owing to the heavy sea. However, it has been accomplished without mishap.

15. The "ANTARCTIC" left here on the 6th. instant for the West Falklands, and then on to Tierra del Fuego and the South. I made up the accounts to the time the expedition left, and Captain Larsen gave me a draft on the Credit Lyonnais for £95 (being part of the credit opened in their favour) and another on the Admiralty for the balance of £284.18. 7, both of which I enclose together with a letter from Captain Larsen to the Admiralty, advising them that he has drawn on them.

16. As I mentioned in my last despatch, there are some 117 casks of Blubber Oil from the "Antarctic", which are to be shipped on the mailboat to the consignment of Messrs. Christensen & Co. I have been asked to see that this is duly insured and have advised you to this effect by this mail. There will be a further consignment of about 100 casks, which it is proposed to send home in the "Antarctic" itself, when she leaves here in February next. I shall be glad to know if you can do this business, and at what rate.

17. I have received a letter from the Liverpool office of the P.S.N. Co. to the effect that they are sending the Sarmiento to call here about the middle of October with materials for a dredging barge for the Naval Works, amounting in all to about 270 tons measurement. I assume that you will have received

5.

advice of this, and that we may expect you to ship by this opportunity, in which case there will be a considerable condignment for this port.

18. I learn from Mr. Hayes that the Admiralty have again changed their plans with regard to the work to be undertaken at the Naval Depot, and that much of what was recently projected is postponed. Under these circumstances, Mr. Hayes anticipates that he and his staff will leave here about April next.

19. Mr. Felton tells me that the Colonial Government have under consideration the question of prolonging the Stone Jetty and at the same time affording better landing facilities by sinking a bulk outside the present one. Mr. Felton says that the matter will not be decided until after the Governor's return; no proposal has been made to me, but perhaps you would be prepared to entertain an offer should one be made. The Vicar of Bray is practically done for, and after the present coaling season I should think she might well be sold for this purpose. Would the Board agree to this; and if so, what would they consider a fair price for her?

20. Since my last report, the Antarctic has taken 19 tons of steam coal, the Sissie has had 3 tons, and a supply has been given to the schooners, the Smithy, and the Admiralty launch. Our stock, therefore, stands at about 450 tons, of which 230 remain at the disposal of the Admiralty.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Duplicates. -- (Originals per Magellan, August 22nd, 1902.)

Despatch No. 210
 Copy of Stanley Cash Book for June
 " " Journal "
 Store Indents No. 306
 Store Ledger Balances to June 30th.
 Ledger Balances to June 30th.
 Insurance on Produce No. 366
 Coasting Insurances for July
 Table of shipments of wool etc.
 Mr. Allan's letter and report August 13
 Remarks on Accounts and Replies
 Statement on Accounts
 Specification and B/Ls per Magellan.

Originals.

Copy Stanley Cash Book for July
 " " Journal "
 Cash Vouchers East and West Store
 Store Indents No. 307
 Remarks on Stores and Replies to Remarks
 First of Exchange No. 2241 on Credit Lyonnais £95
 " " 2242 on Acct. Gen., H.M. Navy for £224.18. 7 and letter
 of advice

Antarctic Expedition Account
 Survey Report Barque "Serena"
 Insurance on Produce, Return No. 37
 Coasting Insurances for August
 Letter to Spearing & Waldron
 Telegram from London
 Letter to Colonial Secretary re West Falkland mail service
 Mr. Allan's report Sept. 10
 Shipping Report
 Remarks on Accounts and Replies to Remarks
 Statement on Accounts

Specifications:-	Wool.	Skins.	Tallow.	Hair.
W.B.D.		26		
H. & B.	108			
S.I.	49	6		
N.A.	9			
J.B.D.			28	
B.	4	1	2	1 bag

SIR,

MONTREAL.

October 14th.

02.

SIR,

My last despatch went by the Gravia on the 18th. ult., and I have since received on the 2nd. instant your despatch No. 913. Your telegram CARLOS DE TRILINDARI INCALLISSE SERENA and SHIPPING BRICKS HARRIEMO were also received on the same date. The latter should have come by the Grallera, but owing to an error on the part of one of Morton's clerks at Monte Video it was not forwarded.

2nd. I have received from Lloyd's Register a Form for the report of survey on the Benson's boiler, but at Mr. Hamilton's request have decided to leave the matter over until his return.

3. Mr. H. I am sure that the decision not to continue Capt. Willis in the Company's employ was a wise one, and point is given to it by the fact that since he left the Fair Road he has been overtaken by partial paralysis of the face, which practically renders him unfit for work in the future. Mr. Hamilton has recommended him to go home to England for treatment, and I believe that he is going by this steamer. With reference to his indebtedness to the Company, he assures me that Mrs. Willis will pay off the balance in instalments, and that his share in Stanley is free of encumbrances.

4. I regret that I did not get Johnson's report on the coal from Messrs. Lamb Brothers in time to enclose it last mail. Johnson has been very unwell, and having a ship in hand he has been somewhat hard pressed. I send it this time, however.

5. The repairs to the "SERENA" are in a fair way to be

Yours truly,

Managing Director.

LONDON.

2.

Completed in the course of a week. I gathered from your telegram that you had not been able to arrange for a credit to be opened, and that I was to await instructions before accepting the Captain's draft. I hope that these instructions will arrive by the coming steamer, as the vessel will be ready for sea before there is any other chance of hearing from you. I have to express my regret that the copy of the survey report was not sent to you last mail: it was impossible for me to include it with the despatch, and it was accidentally omitted from the supplementary list.

6. Mr. Hayes has asked me to send in a tender for the landing of 3500 tons of coal for the Naval Depot, and I enclose a copy of my reply. Mr. Hayes tells me that he will recommend the Admiralty to accept this tender as an experiment, but that he thinks we ought to be able to do the work cheaper. I have gone into the question as I do with Captain Thomas, and we arrived at the conclusion that if everything goes all right it should not cost us more than from 3/- to 3/6 per ton, at which rate there should be a profit of something approaching \$200. The present idea is that if the Admiralty think the price a fair one, it may lead to an annual contract being given to us.

7. Referring to my 310-17 and letter of the 21st August, I have to report that I have undertaken to carry the West Falkland mail until Mr. Harding's return for £28 per trip. The Government are very anxious that we should enter into a contract for this service, but I have declined to take the responsibility of doing so.

8. The Government have abolished the office of Stipendiary Magistrate on the West Falklands, and Mr. George Hurst, who has held that position for some years, has returned to Stanley, and is at present assisting in the Government Offices.

9. Since my last report, about 15 tons of coal has been delivered, so that our present stock is about 435 tons.

I am, Sir,
Your obedient servant,

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SARMIENTO.

21st. October

02.

Sir,

The Sarmiento arrived on Saturday evening, but did not commence to discharge cargo until yesterday morning; she will get away to-morrow morning, and as she will probably catch the Panama at Sandy Point I am availing myself of the opportunity to write. Your letter of the 12th. September was received, but as the steamer did not call at Monte Video no further telegram has come to hand, with reference to the credit for the Serena.

3. The Norwegian barque "ARCADIA" was towed in here by the Sargen on the 17th. instant. She is bound from New Caledonia to Glasgow with a cargo of Nickel Ore, and when off Cape Horn met with very severe weather, carrying away about 120 feet of timber on the Port side, and damaging the bowsprit. She is a very old vessel, and, as far as the Captain is aware, uninsured. I am not able at present to send you a copy of the surveyors' report, but I estimate that the cost of repairs will be not much short of \$1200. The Captain is anxious to have an estimate, but mentioned to me a sum which is hopelessly inadequate, and I fear we may have trouble with him. He has asked that the repairs will cost \$1200, but I think it would be well if you secured a credit for the amount I have mentioned. His Owners are Messrs. Johan Johansen & Co., of Christiania, but he tells me that all financial business is done through Messrs. J.E. Johansen & Co., 50 Wellington Street, Glasgow, and it is to these people that he has addressed his telegram. I have there-fore

F.E. 3000 1894.,

Managing Director,

London.

3.

therefore cabled you as follows:- FEDERAL ARCADIA JOHANSON
GLASGOW TRICITY, thinking that it would be worth while to men-
tion the approximate sum necessary.

3. The repairs to the Serena are practically completed,
and in ordinary circumstances she would be ready to sail in a
few days, but I have arranged with the Captain that he will
await the arrival of the California that we may know whether
the funds have been provided for the disbursements. He does
not like the idea of giving a Bottomry Bond.

I am,

Sir,

Your obedient servant,

1871 1872

Publication (Continued per Thoria, 15th October 1902)

Despatch No. 111

Copy of Circular Order Book for August

" " Journal " "

Copy of Circular No. 200

Copy of Circular No. 201 and Circular No. 202

Copy of Circular No. 211 for 1902 S. 3

" " 2242 " £184. 5. 5

Copy of Circular No. 212

Copy of Circular No. 213 for 1902

Copy of Circular No. 214 for 1902

Copy of Circular No. 215 for 1902

Copy of Circular No. 216

Copy of Circular No. 217

Copy of Circular No. 218 for 1902

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214.

"IBERIA".

November 11th,

02.

Sir,

I returned here in the California on October 30th, arriving about 7 p.m., and have received by that steamer your despatch 953 and telegram "Serena Canaloso Trincatore Bagwell Deshelence Trin quite Appropriate London Antarctic Admiralty Pagiloso". Mr. Girling wrote you per Iberia and Sarmiento on October 14th and 21st.

3. 953-4, and Telegram. The Antarctic is not expected to return here until February so that nothing can be done at this end in the matter of the unpaid bill for coal. We have about 100 casks of Flubber oil on the Great Britain awaiting her return.

5. Par. 5. Mr. Girling put signs on the final survey of the Serena. For the present at any rate I prefer not to nominate Captain Thomas as "Surveyor to Lloyd's Agent".

4. Par. 6. The Chance is not at present in Stanley, and I am not able to send any statement by the Antarctic to his accident in Port William. Mr. Girling reported the whole matter to Lloyd's on August 18th, and mentioned that the salvage service had been completed. I am however sending you a formal statement to that effect.

5. Par. 8. I send herewith the formal statement of the contribution due from us on account of the General Average per Iberia. As we are collecting all accounts due from Consignees here, we will credit the P.S.S.C. account with our own.

6. Par. 9. I enclose statement of the accounts of the Glasgow and Glasgow coal, shewing debit of £447 and credit of £30

respectively

F.B. 0033 BSC.,

Managing Director,

LONDON.

(2)

respectively. We have charged all wages, but have not yet debited anything for Sissie and lighters.

7. Par. 10. Before leaving Liverpool I had an interview with Mr. Ward on the subject of cargoes both out and home. Mr. Ward informed me that they contemplated sending alternate cargo boats to Stanley both outward and homeward in the same way as the mail steamers. I mentioned the question of sending a cargo boat occasionally to London, and have received a letter from the P. & O. Co. as follows:- "We have written to Mr. Sharpe, Valparaiso, by this vessel instructing him to send you 2 cargo steamers in the months of February March and April, to load for London direct, on the understanding that you will have for each steamer not less than 5,000 Bales of Wool and Skins (and of course all the Tallow you can then ship). You are to advise Mr. Sharpe as soon as possible the dates in these months that these 2 steamers should arrive at your port, which please attend to. It is very important Mr. Sharpe should have as long notice as possible, so that he can engage as much cargo on the West Coast as possible for London, as the call at London will be a costly business. We, however, have agreed to do this in order to meet your wishes as much as possible, and by thus bringing the greater part of your cargo for the year in 2 cargo boats to relieve the mail steamers and enable them to get away from yours without more than the necessary delay for mails, passengers, and a small quantity of cargo".

Going to the terribly hard winter many farmers will not begin shearing until late, but I do not suppose Mr. Allan will delay. You will of course like to get some wool by the steamer leaving on January 3th - the February 3rd steamer is the Panama, which, like the California, carries her boats swung outboard, and cannot go alongside the hull without either swinging them in or lowering them into the water. If a cargo boat is sent so as to leave here not later than the middle of February, we could hold over everything for her, and unless anything unforeseen occurs, should have about 1800 - 2000 bales in Stanley by that time. This should reach home in time for the March sales which I assume will be about the 20th of the month. I propose writing to Mr. Sharpe to

(3)

this effect, adding that it is essential that the steamer should be away from here by the 15th of the month at latest.

8. Par.12. We have carried the West Falkland mails out and home without any definite contract.

9. Par.13. Clients' store accounts will be transferred half-yearly as desired, but I assume you do not wish interest charged on these items from June to December. The Church store balance has been reduced since June. Dr. Jameson's store account will be transferred to his ledger account, which I hope will be considerably reduced next year. I had already mentioned the matter to him and received an assurance that every effort will be made to wipe out the debt.

10. Par.14. I regret that we have had to cable for an extra credit of \$220 for the Serena. On my arrival I found that the repairs were finished, and on making up the accounts that the total was \$3216.14.9. It did not seem to be justifiable to keep the ship waiting for 4 weeks for the sake of the extra \$220, and I have therefore taken the Master's drafts on the Owners for the total less cash paid to you. The ship did not leave here until the 5th instant in account of bad weather.

11. The repairs to the Arcadia are proceeding satisfactorily and I think the credit asked for, \$1500, will suffice. The difficulty in many cases is, that as the work proceeds the Master decides to have more done than at first intended, and the original estimate becomes exceeded. She ought to be ready for sea within 4 weeks.

12. Our supply of house coal is almost exhausted, owing to bad winter, cold spring and the sale of a fair quantity to Mr. Hayes. I trust that the P.S.N.C. will be sending a cargo boat here soon as we must have house coal. Mr. Lamb furnished me with c.i.f. prices for both house and steam coal, and in replying to his letter from Lisbon I asked him to send you a copy. There is the balance of the sailing vessel indent, and this with coal ought to furnish sufficient freight to induce the P.S.N.C. to send a cargo boat. We asked for 200 tons of house coal and 50 Smithy; if the  
total





(4)

total cargo seems small, the indent for house coal can be increased to 300 tons.

13. The plans of the Manager's House will be sent to you by Parcels Post next mail. I find on running the tape over the drawing room floor that the actual dimensions are not exactly as stated on the plan, and propose to re-measure the rooms marking the plans accordingly.

14. Atherton has had a further examination of the boiler on the Great Britain with the result that I must ask you to send a new one without delay. I left all the necessary particulars as to the work required of the boiler, and imagine that Bellamy's will know at once what to send. We shall ~~require~~ require a new donkey pump - the old one, which is worn out, was more powerful on account of having to pump sea-water up a great height. This will not be necessary for the future as arrangements will be made for storing fresh water from a shelter built over the winch when it was last repaired.

15. The Glenfarg arrived on the 1st instant. She was sighted on October 25th, and the tug spoke her the next day. Captain Ross would not pay the £32:10:- asked for towing, so she was left to sail in herself. Discharge is proceeding - the Captain has agreed to a deduction of 1½% off the Bill of Lading weight.

16. I wrote you from Monte Video explaining that owing to quarantine I was not able to land, but sent for Mr. W.B. Morton to come off to the steamer. I was favourably impressed with him, and think that our agency will be safe in his hands. I informed him that for the future all telegrams should be delivered to Messrs Wilson, Sons & Co., who have agreed to forward them in original by the Purser. Mr. Morton will attend to the re-registration of the telegraphic address.

17. I mention for your information that the leases of Mrs Bonner's farm, which were deposited here for safe keeping, have, at Mr. G. Bonner's official request, been forwarded to his mother in Scotland.

18. The Governor held an Executive Council to consider whether the Proclamation forbidding the importation of sheep etc. from Argentina





(6)

when other people have a full load to offer? I have been carefully with Mr. Girling through the schooners' work this last year and I think you will admit that in view of the loss of the *Theotis*, the *Estrella* and the *Allen Gardiner*, which together collected 850 bales in XXXI 1901, and the fact that the *Fair Rosamund* did nothing for 4 months, the collection of produce has been very creditable. We will do our best to get the wool away earlier next season, but we cannot make any promise with safety, for even this year 320 bales were brought in by the *Estrella* before she was wrecked. I think myself that the real bottom of the complaint is the scale of freights. Mr. R. E. Cobb has always expatiated on the injustice of our charging the same freight on his produce, whether collected by one of our schooners and shipped thro' to London, or whether brought to Stanley by an outsider. In the latter case whatever the Station pays the schooner is all additional expense, and we get 11/9 per ton for simply trans-shipping wool from the schooner to the steamer. Another grievance is frequently put forward by Mr. G. A. Cobb and Mr. Packe, that they are charged the same freight on produce home as the most distant ports in the Colony, such as Weddell Island, Spring Point and Burnose Head.

21. With reference to Mr. Girling's despatch 212-6 on the subject of landing Admiralty coal I have had a conversation with Mr. Hayes, telling him that I had suggested at the Admiralty that we should make an offer to freight out their coal and receive it from the steamers into our hulks. I think we might make an offer to the Admiralty combining these two, and tender for freighting out their coal, receiving it from the steamer and landing into their sheds with the use of their appliances as mentioned in Mr. Girling's letter of October 13th. We could make a good profit out of this at 28/- per ton, or even at 26/- provided the P. S. N. C. will bring out the coal at 20/- and we are not called upon to pay dues or insure the coal. The question of liability in case of loss would have to be settled beforehand, but if they agree to pay 28/- we could afford to pay both dues and insurance premium. As the Admiralty had asked Mr. Hayes to find out what would be the

(7)

the cost of landing. I offered to write through him, but he has since told me the question may as well be put direct to the Admiralty in London.

22. You may recollect that when we saw Mr. Alcock in Liverpool he seemed willing to increase our minimum commission from £5 to £10. The cargo boats remain in port some days and the cost of keeping up steam is considerable. Would you at the end of the year apply for this increase?

23. I regret to say that Mrs Hansen's seal catch this season is only 38 out of the usual 500. Mr. Miller attributes this shortage to disturbance to the rookery by poachers, and we are drawing the Governor's attention to the matter.

24. I am very glad to report that so far as I have seen Mr. Girling has carried out the work during my absence quite to my satisfaction. A ship-repairing job has been on hand mostly all the time and the repairs have been completed in rather less than the average time.

I am, Sir,

Your obedient servant,

ENCLOSURES.

Duplicates. - (Originals for Durban, October 21st. 1902.)

Dispatch No. 213

Store Indents No. 307

-----

Originals. -

Stanley Cash Book for September

" Journal "

Cash Vouchers East and West Stores

Stanley Ledger Balances, September 30th.

Camp Wages Return, September 30th.

Store Indents No. 308

Remarks on Stores

Account of Barge "Serena", and Letter of Advice to Customs

First of Exchange Nos. 2249/50 on Union Bank of Scotland Ltd. For £1200  
and £216.12. 9

Cheque on London City and Midland Bank Ltd for £150

Cheque on North and South Wales Bank Ltd. for £30

Coasting Insurances for October

Insurance on Produce No. 39

Collection of Broadwell Island Wool

Statement for Claims for General Average - Iberia.

Certificates re "Chandos" Salvage

Copy Final Survey Report, Barge "Serena"

Copy Survey Report Barge "Arcadia"

Mr. Allan's report November 5th.

Shipping Report

Statement on Accounts

Specifications:-

|       | Wool | Skins | Tallow |
|-------|------|-------|--------|
| L     | 220  | 29    | 33     |
| E     | 152  | 3     |        |
| R B O | 29   | 7     | 18     |
| S     |      | 35    |        |
| J E D |      | 26    |        |
| W P   |      | 11    |        |
| P R   |      | 5     |        |



SIS.

LIMITED.

OROPESA.

December 9th, 02.

Sir,

I wrote you last on the 11th November, and have received on the 26th November per Gravia your despatch 914 and telegram :- "Maruffino Pagabile Our Standards In Perizenda Case".

2. I am glad to learn that the balance of the Serena's account will be paid - I had considerable misgivings in allowing the ship to leave before sufficient credit had been obtained; at the same time it seemed hardly justifiable to keep her waiting on account of so small a balance.

3. There was not anybody in Stanley able to tell me which was our standard or standards in Mr. Bertrand's case, so I have sent all out to Walker Creek; Mr. Bertrand's to be sent back here.

4. 954-5. We propose crediting the schooners with 12/6 per ton for taking Glengowan coal to the West. The Glenfarg is taking some 400 tons as ballast @ 5/6 per ton, on the condition that we give her a haul alongside and a little assistance in clearing away the useless coke and rubbish to enable the coal to be got out. This will mean a clear 4/6 per ton for the Glengowan.

5. Par. 3. The Fortuna's new rigging is now being fitted as it would not be safe to allow her to begin another season without it. I am writing to Monte Video and Buenos Aires this mail to ascertain the cost of docking etc., but it will be awkward to spare her now that we have all the freight and mail work. The Fairweather is however doing well, and gets through more work than under Captain Willis. If the steamer project comes off we shall hardly want to spend anything at all on the schooners.

6. Par. 3. When the Antarctic returns I will inform Mr. Norden should that the produce had better be consigned to us. It is

Y.S. Cobb Esq.,

very

Managing Director,

London.



(2)

Very fortunate that you obtained the guarantee from the Admiralty that they would be ultimately responsible for payment.

7. Par. 10. The Government have not so far made any overtures for the purchase of the Vicar of Bray. I doubt if they would give £100 even: until finances improve they would do better to just keep the Stone Jetty in repair, and not attempt to enlarge it.

8. Par. 12. The house coal episode is very funny indeed, and shows to what extent the Governor will go to avoid doing any business through us. It appears that they have over 60 tons of coal now in the Government Store, almost a year's supply, and still the Governor tries to get cheaply 2 years' further stock because he fancied there was an opportunity of avoiding the Company. They immediately disposed of 20 tons to Mr. Hayes, spoiling our sale, and do not know what to do with the rest.

9. Par. 13. The U.S. Consul told me that he would not have time to attend to the Pouché depositions until after the mail. I myself would not have been able to get it through, and another four weeks will not make much difference. Mr. Rowan is rather afraid that he might be made personally responsible; by Mr. Green if he loses his case, or by us if we fail to win it. I have assured him that we only want his help to fix Green, and that if we do not fix the man who is really liable, we shall not try and get the money out of any one else. I have undertaken to give him a written assurance to this effect. There would be no difficulty about the verification of the Governor's signature. The Foreign Office frequently used to send the Colonial Office documents for this purpose, and I feel sure the Colonial Office would not object to do it for us if appealed to.

10. We have had again to raise the Sissie's boiler, which leaked so badly that it was becoming impossible to keep steam. The leak was all round the new plate put on at home, and there must have been some bad workmanship at Bellamy's or wherever the work was carried out, though the tubes are standing well. Atherton has now caulked it and made an excellent job. It was unfortunate as she was on hire to Mr. Hayes whilst his pinnacle was under repair, and we lost just a week over it, at £2:15:- per day.

(3)

11. The Oravia arrived here on her date with no less than 445 tons of cargo, the heaviest yet carried by a mail steamer. This is especially funny after Mr. Ward having told me that they intended sending cargo boats to relieve the mail steamers. I had to put the Capricorn alongside in addition to the 4 lighters, causing delay, characterised by Captain Massey as "very dilatory". I ~~xxx~~ have mentioned this in writing to the P.S.M., and will send you a copy of my letter to them.

12. The Oravia brought 12 live rams from New Zealand, presumably for Mr. Blake. It is an awkward time to get rams away by schooner just as we are rushing in our wool to keep the sheds clean. Mr. Blake may like to know that Mr. Allan saw the rams and thinks very highly of them. They are in quarantine for a month.

I trust the Government will not wish to quarantine our 250, for the quarantine paddock will scarcely hold them, and unless you send plenty of spare fodder, there will be nothing to feed them on. Mr. Allan thinks ours can go overland, and has planned out the journey to take about 6 days.

13. The Goose Green sheepskins are all in Stanley ready for shipment, and will I hope go in the Oropesa. I would have reported this by last mail, but it was uncertain whether they would all be ready for the Fortuna to bring in to Stanley before she was laid up for new rigging.

14. Martin Johnson the Foreman Carpenter has decided to go to England about next March or April, as he could hardly stand another winter here. For the last two or three years he has had to take great care of himself, and at the end of last winter was very bad. He thinks he will not resume work as Foreman Carpenter and may decide to remain at home. Edwin Rutter will manage the Stanley Arms - undoubtedly the best man, for he was barkeeper there for some years, and is very trustworthy. He will find a barkeeper for the Ship Hotel, which is at present leased to him.

I think that Arthur Biggs will be the best man to succeed Johnson as Foreman - I do not believe in getting a man from England if there is anyone here shaping at all decently, and we ought to be able to judge after 6 months' trial whether he will do. I am

4.

very sorry to lose Johnson, for since he has taken Smith's work in hand, things have gone on there smoothly and more work has been put out. I hoped to have been able to arrange more contracting, but when Johnson leaves there will not be anyone with sufficient experience to say how long work will take and to give an estimate.

15. I have gone thoroughly into the question of a coasting steamer in my letter to the P.S.N.C. of December 8th., and you will see that I have estimated the gross probable earnings at £5000, exclusive of subsidy. The Governor's idea that the P.S.N.C. will bind themselves to take people to Sandy Point in order to take passages home in the Kosmos or some other cheap line of steamers, is too absurd. There is no doubt that what he wants is an independent steamer - he did not think that the P.S.N.C. would send in one of theirs. He even asked me if the F.I.C. would not run a steamer of their own; I replied that we already had the necessary plant for bringing in wool, and would certainly not go to the expense of replacing three schooners by one steamer when the total earnings were so small. The P.S.N.C. can of course run a steamer more cheaply than we could - then need not pay their officers and engineers so much, for in their service these officers whether in a small steamer or large, are all the time working towards promotion, whereas if we had a single boat we should have to pay a higher wage as we have no promotion ahead. Again, they would no doubt coal from alongside the mail steamers, which obtain coal at Monte Video at 25/- per ton at present, I think; whereas coal would cost us at the very least 40/-. If, therefore, a coasting steamer can be made to pay expenses, the P.S.N.C. undoubtedly have the best chance of so doing. My estimate of the gross freight to be earned is made up from the information I have at hand, I think it is fairly near the mark, but I cannot vouch for its entire accuracy. Mr. Hoare, the Deputy Chairman of the P.S.N. mentioned the subject to me in Liverpool, and I told him I feared there was not enough coasting freight in the Islands to make the

6.

steamer pay: I did not imagine that the Directors would be willing to throw two, perhaps three, of the schooners into disuse to make way for them. In my figures I have estimated the value of our work at from \$400 to \$500 per annum, that is for taking out stores and men. In 1901 our schooners were credited with \$936 for this, but as you are aware it has been the practice to treat the schooners as being hired by the Farm when doing our work, and Farm is therefore charged by the day instead of according to the actual freight carried. Therefore \$400 to \$500 should be about the estimate of freight for the P.S.N.S. Certainly, seeing the amount of freight they will earn from us both outward and on produce to Stanley and the fact that we are abolishing our schooners to make way for them, we ought to have preferential rates. I should like to mention the points in the scheme which, to my mind, would affect us injuriously. Although, as you say, the earnings of the schooners are no catch, they contribute a good deal indirectly - the fact of running them circulates in the place in Wages of Masters and Crew nearly \$1,400 a year - a good share of this is spent in our own stores, and, generally speaking, the greater the amount of money circulated in Stanley the better it is for us. Consumption, stores and provisions for the schooners run into about \$700 a year, of which about one third is profit to the Store. If Rowlands and Ennenga are thrown out of employment, there would be a question of pension to the former at any rate. I suppose (though I do not know what the Board would say to this). The steamer would of course be commanded by one of their own captains, but they would do well to employ Rowlands on board in some capacity. You may say that the wages of the coaster would be circulated in the place, but I doubt if this would be so to the same extent as with our schooners. Another point is that, unless there were some distinct understanding to the contrary, the P.S.N. boat would be an opposition towing steamer and the Sumner would possibly go to the wall. Certainly, if it came to the question of salvaging a cargo from a wreck



(7)

Somewhere round the Islands there is no doubt the steamer would be the best appliance, being able to relieve a vessel of cargo and afterwards tow to Stanley whereas the SAMSON can only pull. We should also lose the occasional \$5 or \$10 for towing a steamer's head round.

One point would have to be settled, - that is the relative positions of the Captain of the Steamer and the Manager of the Company. Would he be under the Manager's orders or not? If so we are practically managing the vessel for the benefit of the P.S. N. Co., and they should pay the F.I. Co. something for this. I think they should have a Purser on board, for the steamer's work would have to be run on strictly business lines; proper manifests of cargo, passenger lists &c would have to be made out, and all packages measured for calculation of freight.

I should like to add with reference to the earnings of the schooner owners that I feel sure that the present year's accounts will show better than last, and I shall be somewhat surprised if 1903 does not show well also. We are receiving more in the way of passages, and the mail subsidy helps as well. Of course it remains to be seen whether we can run the mail without detriment to the collection of wool, but with the change of Masters in the FAIR ROSAMOND we have hopes that this can be done.

The Farmers that I have spoken to seem willing to guarantee their produce for three years, but first they naturally want to know what the rate of freight would be, and on this point I suppose the P.S. N. Co. must make some pronouncement. My impression of the whole matter is that if we have the luxury of steam instead of sail somebody will have to pay. Plenty of farmers on the West are ready enough to shout for better mail service, but they may become very pious if they are asked to pay. I do think we shall have made great sacrifices by laying up our schooners, and by that alone will have contributed more than our share.

16. Referring to my Par. No. 8, the Government people asked me if I would take over 100 tons of the coal ex ORAVIA. I said we really did not want it as we had 200 - 300 tons on order, but



(8)

that I had gone into the matter and found that we could take 50 tons over, on condition that they gave me a guarantee that they would not sell any more than the 50 tons disposed of to Mr Hayes. The Colonial Secretary replied that they could not guarantee not to sell, as presumed that my offer would be withdrawn. They wanted the coal put into the Customs shed, and said that if I did not take over any they would probably sell a quantity by auction. I have seen Mr Bennett since and told him that I consider over this matter the Government are not playing the game, that they got us to get coal for them at a most reasonable rate, we assuming of course that they required it for their own consumption, and when it arrived said they did not want it and asked us to take it nearly all back. Further, if I had taken the 50 tons they would have still sold to anybody and everybody, thus spoiling our market and leaving us with 50 tons for which there would have been no demand. However since this I have received Mr Allan's mail and it appears quite certain that we must substitute coal for peat at Darwin. As this has to be done it may as well be done at once as I think it would be a wise precaution to reserve a little peat at Darwin in case the supply of coal should at any time in the future fall short.

The supply for Darwin should always come out from home in bags as it is easily handled and transhipped by schooner, and would avoid waste in weighing and complaints about slack coal. It seemed to me therefore that I might with advantage take over this from the Government, and will send it out to Darwin as soon as Mr Allan can make arrangements to store it.

17. Mr Allan has asked me on what basis Goodwin's pension will be calculated, and has given me rough particulars of his service as follows:-

|                                    |                       |
|------------------------------------|-----------------------|
| February 23rd 1870 to end of 1874, | wages £4: 3:4 per mo. |
| 1875                               | " 5: 8:4 "            |
| 1876 to end of 1883                | " 5:10:0 "            |
| 1884 to present date               | " 6: 0:0 "            |

From this I gather you will be able to calculate the amount of his pension and let Mr Allan know.

I am, Sir,

Your obedient servant,

DUPLICATES.DUPLICATES. (Originals per LIGURIA, November 12th)

Despatch No 214.

Copy of Stanley Cash Book for September.

Copy of Stanley Journal for September.

Stanley Ledger Balances, - September 30th.

Store Indents No 309.

Remarks on Stores and Replies.

Barque "SERENA" Accounts.

Second  
Bill of Exchange No 2243 for £1200.

do. No 2250 for £218:14:9

Coasting Insurances for October.

Insurance on Produce, Return No 39.

Copy of Fish Survey, Barque SERENA.

Copy of Survey, Barque ARCADIA.

Mr Allen's report, November 6th.

Statement on Accounts.

Specification &amp; B/L, shipment per Liguria.

Letter to F.E. Webb Esq. November 12th.

ORIGINALS.

Copy of Stanley Cash Book &amp; Journal for October, &amp; Cash Vouchers.

Coasting Insurances, November.

Insurance on Produce, Return No 40.

Copy S.A.M.S. account to July 31st.

Debit Note, £151:2:3 on John Hoare &amp; Co.

Three cheques for collection, £20, £1:1:0, £33:2:3.

Copy of letter to F.E.W. Co, Valparaiso, Nov. 25th.

do. do. Liverpool December 8th.

do. Col Secretary re Repaire, December 5th.

Memo from Mr Harding re Lloyds Calendar.

Shipping Report. Remarks on Accounts. Mr Allen's report, Dec. 3rd.

Specifications:-

Wool.

Skins.

Tallow.

|      |    |     |    |
|------|----|-----|----|
| HE   |    | 70  |    |
| F    |    | 160 |    |
| J.E. |    | 65  |    |
| D.H. | 3  | 22  |    |
| J.P. | 52 | 25  | 31 |

218

LIMITED.

ORELLANA.

January 6th.

03.

Sir,

I wrote you last per *ORPHEA* on the 9th of December and have received, on the 26th ult, your despatches Nos 955 and 956, Mr Egles letter of November 29th, and your telegram "TUOHET SCRAMA ANLIGRE JACONADURA STALENTATO MANOEARIA RANGATIRA MERINGS BUCKWORTH, and of which is understood.

2. 955-4. The *ARCADIA* sailed on the 23rd of December, and her accounts are enclosed together with the Master's draft on the Owners for \$1342:9:8, which total is well within the credit asked for. The Captain's disposition must resemble that of the Owners for he was certainly one of the most disagreeable we have had to deal with for some years past.

3. I am able also to send the accounts of the *CLERFAR*, which sailed on December 25th for Buenos Aires. I have drawn on you at 90 days sight for \$628:17:9, the balance of freight due.

4. It is really most difficult to estimate the probable disbursements of a ship. We can generally get an idea of the total cost of repairs recommended in the survey, but the Captains rarely confine themselves to this work, and as the repairs proceed decide to do some and ends not included in the first estimate. Again, we cannot say how much the Captain is likely to require beyond this. Some draw largely for their own account for personal expenses, and some purchase a fair amount of provisions or stores for the crew, and their requirements in this direction are not known until within a week or so of their sailing.

5. Par. 6. The negotiations with the Colonial Office on behalf of  
F.E. Cobb Esq. Mr. Buckworth

Managing Director.

London.

(2)

Mr Buckworth have entailed my attending two Councils - meaning two meetings - the first was on the arrival of H.M.S. BASILISK, which brought the Governor a cable from the Colonial Office to the effect that it was understood that the importation of live stock from Argentina would be permitted at the end of the year, that the Falkland Islands Company wished to export sheep to the United Kingdom, and that importation from Argentina was therefore undesirable. I explained what I thought had happened, and the consideration of the question was postponed until after the arrival of the outward mail. Another Council was held, all the correspondence was read and it was decided to renew the proclamation forbidding the importation of sheep from Chili and Argentina. I assure from your telegram that Mr Buckworth has abandoned the idea of bringing down rams from the Plate and consequently have not cabled this fresh information. I will advise Messrs Wilson Sons & Co not to ship any down under any circumstances. There seems to be a chance that the Board of Agriculture may relent, and allow sheep in from the Falklands; if so they would probably fetch a good price so long as the ports are closed against Argentina.

6. PAR. 10. The press standards muddle has indeed been an extraordinary series of ~~xxxxxx~~ mishaps, - on receipt of your cable I sent the three to Walker Creek, asking Mr Allan to keep what belonged to us, and to return the other. He kept two and sent back the third, saying that it also fitted our press. Now that I learn that it is our own it will, of course go out again. The cases for Roy Cove and Hill Cove arrived by the mail, and I was just able to get them through the Customs in time to go out by the Fortuna which was bound for Hill Cove with Mr Blake's rams. I note that it will not be necessary, in future, to send any broken parts home.

7. PAR. 11. As far as I could gather when at home we have to stand the loss on the bear per ANNIE. I regret to say that there has been no exaggeration, for no less than sixty



(3)

Hogsheds are more or less sour and have been declined by the Publicans. We shall however, I think, be able to sell them at a reduction and should therefore get out of it at a loss of about \$100.

8. Par. 13. I will apply to the Governor for the Crown Grant of the land purchased on Choiseul Sound.

9. Par. 13. I sincerely hope that some additional freight may be forthcoming from the Admiralty to induce the P.S.N.C. to send a cargo boat here, for we are badly in want of coal and bricks. Mr Hayes informs me that he has 24,000 bricks on order and is in urgent need of them. This refusal on the part of the P.S.N.C. to send a cargo boat hardly corresponds with what Mr Ward told me in Liverpool. He said most distinctly that in order to relieve the rail boats they thought of allowing alternate cargo boats to come here, and since my return the two outward bound steamers have brought 440 and 270 tons respectively. If the P.S.N.C. will not send cargo when we want it I assume we had better revert to the old practice of a small sailing vessel. They expressed a strong desire to carry all our cargo, relying on that we have purposely let our stock of certain things run low as we assumed we could always get small quantities by cargo steamers. We are at present in pressing need of coal, brick, paints and probably other articles, and do not know when they may be expected.

Dick informs me that the Brancepeth coal is especially suitable for welding work. I think that in view of the necessity for getting ship work through as quickly as possible we might have the best coal obtainable, and if you will send, say, 25 tons of Brancepeth we will take care that it is reserved for special work.

10. Par. 14. The Governor read me the correspondence between the Colonial Office and the Post Office with reference to the new P.S.N.C. itinerary, providing for a day's stay in



Stanley, and seems to think that every steamer will stop 24 hours here. I said I thought they had asked for this day not for the purpose of lying at anchor here, but in order to have 36 instead of 35 days for the run to Valparaiso. He made rather a virtue of not having penalised the P.S.N. Co. for the delays that have occurred, on the ground that they had been hampered by the transporting to South Africa, but in the Contract there are no penalties mentioned for being late, only for missing a trip altogether.

11. Par. 18. The Ideria brought out 100 tons of cargo for the "Scotia", practically all provisions, so they do not intend to spend much here. The Governor sent me a letter from the Secretary asking that the Government would store this cargo until their arrival about the middle of this month. They cannot, however, house such a quantity and the goods must therefore remain in our lighters until they arrive. The "Scotia" will have to pay for this as our lighters ought all to be freed for the reception of the rams and perhaps other cargo expected on the 10th by the Bengotira.

12. 956-2. I assume that we can make advances to the "Antarctic", - these Scientific expeditions expect rather too much and want one to do everything for them, but the idea of paying seems far too sordid for their scientific minds.

13. Par. 5. The news of the rise in wool is by far the most cheering that the Islands have received for many months. A rise in the price will be a compensation for the light clip due to losses during the winter and want of grass in the spring, and consequent poor condition of the sheep.

14. Par. 6. Telegram. I am glad to learn that I may reserve all produce for the SCOTIA, expected at the end of this month. I have on hand at the present time 720 bales, and shall have no difficulty in exceeding the 1500. I have informed Mr Sharpe that the CORCOVADO, about the end of March

(5)

Would suit as well for the second cargo boat for London, and that we can rely on obtaining 2000 bales for her. I am inclined, however, to ask for the INGA instead, about the middle of March, as her cargo should catch the April sales.

15. With reference to the correspondence with the P.S.N. Co. as to freight on May I should like to draw attention to the Bills of Lading per INGA for the Government and ourselves. The Government Bill of Lading has "13 bales May @ 40/- per ton wt. = £5:4:8," ours "40 bales May @ 80/- per ton weight = £16:0:0." The P.S.N. Co. may write pages, but I don't see how they can explain that away; they may imagine they will do well to earn the goodwill of the Governor, but if so they are mistaken. At one of the Councils I mentioned the subject of our rates per RANGATIPA, in order to get the period of quarantine reduced as much as possible, whilst the discussion was proceeding the Governor said he had always thought it would be a benefit if one steamer a year from New Zealand could be induced to call. - In fact he had enquired what was the minimum freight the New Zealand Shipping Company would call for and had been told £1500. He expressed surprise that the RANGATIPA was calling with so small a cargo as 300 tons, the freight on which he assumed would be only about £1 each. I said I fully expected it would be from £2 to £2:10:0, but whatever it was I thought possibly Mr Dextat might have been able to induce the Shaw Savill line to send the steamer in. The Governor said he would be prepared to recommend to the Secretary of State to sanction a grant of £200, or a guarantee of freight to that extent, to induce a steamer to call annually, and I promised to ask Mr Dextat to endeavour to ascertain what would be the minimum freight the Shaw Savill line would ask for a call. If they sent a passenger boat in at any time from March to May they would get a good many passengers, especially if they had second class accommodation. This question of second class is likely to become a burning one:

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Looking at the Itinerary I find that there is no homeward bound steamer with 2nd class accommodation between the GROSSE on December 10th and the GRAVIA on April 1st, that is to say for 24 months persons desirous of going home have to choose between first and third class, or 5th and 6th, which is a very wide stretch. Howlands wants to send his family away by this mail, and I feel I must bring pressure to bear on the Captain of the GROSSE to arrange passages at 2nd class rates. The P.B.N. Co seem somewhat inclined to blow hot and blow cold, and possibly the threat of a sailing vessel outward and a New Zealand steamer homeward may bring them up to the scratch. Of course, as Agents, we ought to put all we can in their way but we do not expect to have to keep cargo waiting for their pleasure at home, and to pay twice the freight they charge the Government.

16. The Board will regret to learn that Mr Felton's eyesight, which has never been particularly good, has been falling very rapidly during the last week or two, and he is at present hardly able to see sufficiently to read. He may go home to see an oculist, but in any case it is most doubtful if he will be able to audit the accounts this year. If not, I propose to ask Mr Facke to do it, but it may not be possible for him to do this until he has finished shearing. Mr. Facke's discretion is beyond question, and there is no one else here capable of doing it. I do not know whether it would be considered sufficient to have the Cash Book alone audited, - you have all copies of Journal entries, and keep a ledger, the exact counterpart of our own, and our balances are always agreed by you. I will endeavour to send an audit certificate of the Cash Book with the accounts if Mr Facke can possibly manage it.

17. The new rigging has been fitted to the Fortune, and I send copies of the replies received from Monte Video and Buenos Aires in answer to my enquiries as to the cost of docking there. I think the estimated cost of hauling on the

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slip at Monte Video is very reasonable though I fully expect it to be increased when I inform them of her draft. On the whole Monte Video appears to be preferable to Buenos Aires; I will ask Mr Norton if import duty would be charged on metal sheathing, oakum, felt as to be used on her, if sent up in the schooner. Would you ascertain from Camper Nicholson the quantity of yellow metal required to sheathe her, and if you decide that she should be sent up for repair, send out the necessary amount of metal, which should be the 22 oz. quality. If the project of a coasting steamer is likely to come to anything you may decide not to go to the expense at present of repairing the Fortuna. When in England I mentioned the question of good soft rope for her halyards I am indenting this mail for some special coils, and trust that you will not object to pay more than usual in order to get a pliable rope. I will send home in the SONATA her jib-headed storm fore try-sail to be transformed into a fore-sail. The sail as it is now is of no use to her and, being new, it would be a pity to waste it when it can be made into a good fore-sail.

18. We were fortunate in having good tides at last spring and hauled the SAMPSON on the beach for cleaning. Last time the attempt was made the water did not fall below the boss of the propeller, and the coating with anti-fouling composition had to be abandoned. This time we were able to get both coats on by working day and night, though we could not get to the bottom by about two feet.

We find that ballasting with chain does not answer, as in a sea-way she rolls in much too jerky a manner having a lot of dead weight in the bottom, consequently the chain ballast has not been put back. We coaled her direct from the CIGUARE, as we did from the ATHENE last year. Since then the boiler has been leaking badly, losing 12 inches of water in 24 hours, when merely standing. We were only just able to tow out the GLADSTONE with a pressure of 80 lbs, and Atherton



(8)

and now got at the leak, which is in the circumferential seam in the back end. - Fortunately the outer shell is so tight or he would hardly have been able to get at it without lifting the boiler. As soon as this leak has been caulked I will get the Chief Engineer on H.M.S. CAMERIAN (or posted here on the 20th inst.) to hold the survey.

19. We declined to advance funds to J. Robson and J. McKay to pay their rents due in April and May last, and they have been informed that the rents must be paid before the end of the year. McKay applied to me to advance the amount but I have declined to do so. The account is quite useless to me and in time he may become a second Robson or Barker.

I suggested that he should offer the Government a preferable lien on his ship. As long as we continue to bolster up the small carriers the Government would be quite justified in quoting their cases as proof of the ability of all to pay higher rents. - then in time if we wanted our money back we should have to sell them up; but if there is any work of that description done we ought to allow the Government, who have made all the money out of these small men, to insure the edifice. Up to the present Robson has not applied to me, and I hope he may have obtained an advance from his father in law, Mr G.F. Smith.

20. Almost every outward mail now brings some consignment sent through a Forwarding Agent, who requests us, as the Agents of the F.S.M.Co. to collect charges and remit to them. Sometimes these sums are trivial, and I cannot charge more than 2/- for Agency fee. If therefore I ask you to pay small amounts (under the usual limit of £10) I want that this can be arranged, instead of my having to get Money Orders here.


21. In your despatch 937-12 the sum to be advanced for the carrying out of the work on Weddell Island were to be limited to £1100. I assume that this will be continued, and is not supposed to include payments to Mr J.M. Dean and Mrs. C.H. Williams, made in London.

22. We have had three meetings of the Legislative Council



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to consider the Land Bill, and have succeeded in inducing the Governor to accept some important amendments and to consider, I would hardly say recognize, the claims of the lessees to a renewal of their leases. The terms of the renewal cannot, of course, be given now, but the rents will be raised from \$20 to \$33 per section. The Ordinance will not confer a right to renewal, but the Governor proposes to explain his views in a despatch to the Colonial Office, which will be published in the Gazette so as to avoid a repetition of what occurred when the Ordinance of 1882 was passed. We are protesting strongly against the enactment of Clause 20 which empowers the Governor to order people to fence in town lots, - the discussion on this was rather heated and I fear the Governor will not give way. We should be compelled to fence in the front of Marmont Row cottages, the piece of land next the Church and the land at the back of the Smithy called, I think, Rudd's Estate.

The Governor said that by allowing people to go across the two last plots we had practically given a right of way, and that it was an open question whether this could not be claimed for the future. I cannot believe that such would be the case. The plots in question are both blocked on two sides, thus, ; people have walked from corner to corner on both plots and I have allowed horses to be tethered on the land, as well as washing to be hung for drying.

I protested strongly against being ordered to put a fence in front of the Millinery store, - the Governor admitted this would be a hardship, and inserted an amendment authorizing the Governor in Council to allow any piece to remain unfenced, upon application. He hoped we should be satisfied with this but I intend to petition the Secretary of State not to press the section. We shall have one more meeting to pass the Ordinance, but the Governor will add a suspending clause, and forward all minutes of the meetings. Except as regards the fencing clause the Governor has been

The first of these is the fact that the  
 government has been unable to secure  
 the necessary funds to carry out its  
 policy of non-interference. This is  
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 that the government has been unable  
 to secure the necessary funds to carry  
 out its policy of non-interference.

ENCLOSURES...DUPPLICATES...

Despatch No. 215

Stanley Journal and Cash Book for October

Coasting Insurance, November.

Insurance on Produce Return No. 40

Remarks on Accounts

Store Indents No. 310

Remarks on Stores &amp; copy of specification of F.I.C. 10 cases.

Statement on accounts

Mr. Allan's report December End.

Specifications of B.H. Wool and Skins and F Skins

Second of Exchange No. 2255 for \$200

Specification and Bill of Lading per Coyote.

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ORIGINALS.

Store Indents No. 311

Remarks on Stores and Replies to Remarks

First of Exchange No. 2256 on J.B. Johnson &amp; Co. for \$1342. 9. 8

" " 2258 on Asst. Gen., H.M. Navy for 36.13. 0

Mr. Ansell's Accounts and letter of Advice to General

Mr. Ansell's Accounts

Insurance on Produce Return No. 42

Coasting Insurance for December

Copy of letter from J.B. Johnson &amp; Co. re Sealing Schedules

Copy of correspondence re docking Fortuna

Table of Produce shipments 1901-2

Copy of letter and statement of costs re "Whale 1."

Mr. Allan's report of December 20th.

Shipping Report.

Reply to Remarks on Accounts

Statement on Accounts

Specifications:-

Wool.

Skins.

J.B.D.

46

S.I.

2

11

Copy of letter to Mr. E. Everett, Boston re Encls. C depositions.

10.

very conciliatory, and it will undoubtedly be an advantage to the lessees to have their position more or less defined.

23. I enclose a copy of a letter from C.M. Lampson & Co. with reference to the despatch of two sealing schooners to this neighbourhood. I have requested them to address you on the subject of the required credit.

24. A table is enclosed showing the total shipments of produce from here by the P.S.N. steamers during the years 1901 and 1902. Of course 1902 shows a great increase on the previous year owing to shipment of wool by the Samoa.

25. Mr. Allan is writing this mail explaining that a married shepherd will not be required, and I have therefore cabled ENOMI: MARRIED SHEPHERD.

26. The Colonial Secretary has asked us to ship and sell for account of the Government 3 Casks containing 68 Sealskins seized from G. Poole. They want them insured, and I will therefore keep them back for the Sorata. If I had sent them by this mail and they had been lost, could you have recovered insurance on them without having had advice from me by a previous mail?

27. Mr. Rowen's answers to the interrogatories in the "Enola G." case were returned this mail together with voucher for Bill of Costs, to the Justices of the Supreme Court, Mass. Mr. Bennett has given me a copy of his letter to them, and I have sent you this together with a copy of my letter to Mr. Everett, advising him of the despatch of the papers. Mr. Rowen informed me that Captain Budington had told him that he (Captain Budington) had seen Mr. Green, and had asked to be sent out to take charge of the "Enola G.". Mr. Green informed him that Captain West was there, the schooner was there, and the F.I.C. could take the schooner for their debt. The Consul says this is an admission of the debt, but I do not think it hardly worth while to suggest that Captain Budington's evidence would be of much value. His address is Bath, Maine.

LIMITED.

P.O. "AMSTERDAM".

January 17th.

OK.

Sir,

My last despatch sent by the ORIELANA on the 7th inst.  
 3. The ORIELANA arrived at 1.30 p.m. today, just a week  
 after her expected time. She has brought 287 rams, one of  
 which is in a dying condition through having caught its  
 head between the boards of the pen, the rest are all well.  
 She has spare fodder on board (about 150 bales of hay and a  
 few bags of chaff) which will be useful.  
 The sheep will be landed at the Dockyard Jetty and driven  
 to the quarantine station where they will remain, I think,  
 for 3 or 4 days only. Mr Allan came to Stanley, expect-  
 ing to be here when the sheep arrived, but could not remain  
 unfortunately. He has made arrangements for having them  
 driven out to Darwin, the journey taking about 6 days.  
 The quality of the sheep does not, from a cursory examination  
 appear to be generally good. Some are undoubtedly good but  
 others are extremely poor very heavy about the hips and not  
 well-wooled, or worse having been on board for six weeks  
 they present their worst appearance, and I trust that Mr.  
 Allan will be able to send you a good report about them.

4. I received by the ORIELANA a letter from Mr Sharpe  
 saying that he had reserved space in that steamer for 500  
 bales. This is inexplicable in view of my letter to him of  
 November 18th, a copy of which was sent to you by the  
 ORIELANA. The last three paragraphs of my letter were,  
 "I am, quite explicit and if the P.O. Co. Liverpool, failed  
 to cable him that no wool would be shipped by the January  
 mail steamer it is their fault if the ORIELANA went home

P.O. Co's Rep.

Managing Director.

London.



(8)

not filled. Mr. Sharpe adds in his letter that the MORATA will be ready to leave Valparaiso about the 7th or 8th inst. in which case she would arrive here about the 18th. The first advice I had from Valparaiso informed me that she would be here about the 25th to 30th inst. At present we have only 1350 bales in Stanley, as if she turns up tomorrow there will again be short. Some time ago I furnished Mr. Sharpe with a table of our shipments by the Kosmos line for two years, and this being even looked at for a moment he must have seen that it would not be possible for us to ship 250 bales on January 8th and another 1500 a fortnight later. I said we should have 2000 bales ready by February 10th, and Valparaiso instructed me to ship 1500 (or more) by the MORATA, expected here about the 30th January, but if, as I am told, she arrives about the 18th we cannot ship more than the 1350 already on hand.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLOID 12. (ORIGINALS DET "CORILLANA", January 7th.)

Journal No. 218.

Table Income No. 511.

Receipts on Stores and Replies to Remarks.

Second of Merchants No 2255. £ 1548: 9:8

do. do. 2255, 55:13:0

Table "CORILLANA" Accounts.

Insurance on Produce, Return No 41.

Shipping Insurance for December.

Mr Allan's Report, December 20th.

Replies to Remarks on Accounts.

Statement on Accounts.

ORIGINALS.

Copy of Stanley Cash Book for November.

Copy of Stanley Journal for November.

Cash Vouchers, List & Post Stores.

Store Inlets, No 512.

Receipt on Stores.

Mrs Dean's cheque, £117:10:0

Copy of Barren Furniture list.

Copy of letters to Andrew in Chile.

Copy of letter from U.S. to quarantine of Hams.

Statement on Accounts.

218

H.M.S. "Herald".

January 23rd.

C.F.

Sir,

I wrote you last day "RANGATIRA" on the 17th inst, and received this morning per "ALICIA" your despatches Nos 937 and 938, and telegram CAVALERIA SCOTIA GLADYS BERTRAND BERTON.

2. The New Zealanders are doing well, and the Stock Inspector has informed us that most of them will be released from quarantine in a couple of days. A few have foot and mouth, and others are more or less lame, caused, probably by standing so long in pens.

3. Sometime back I recollect you intrusted us to transfer Station Store accounts half yearly instead of annually. Are we to charge interest on these items as from June 30th, or to allow it to stand without interest until the end of the year?

4. Now that we are moving the West Falkland mail I have occasionally to send a schooner specially to Fox Bay for the sole purpose of bringing in the mail; for instance the Fortuna is loading at North Arm, but instead of coming direct to Stanley with her load runs to Fox Bay to pick up the mail. I should be glad to know if the insurance on the wool is affected in any way by this. - in case of loss after leaving North Arm I feared that the Underwriters might argue that this is an extra risk, and dispute any claim on the ground that had the schooner proceeded direct from North Arm to Stanley ~~xx xxxxxx~~ the accident would not have happened.

5. The SAMBIC carried on a drum of Turpentine belonging

F.E. Cobb Esq.

Managing Director.

London.

to us which was washed overboard. I send in original a letter from the Manager, Pacific S. Nav. Co. at Valparaiso enclosing a copy of Protest, which I gather will enable you to recover the cost from the Underwriters.

6. The Commodore has renewed our contract for fresh provisions for N.M. Ships for 12 months.

7. The Scottish Exploration Ship SCOTIA arrived here on the 6th inst. She has taken 50 tons of coal on board and had some iron work done.

8. The "HABLER" has taken 80 tons of coal; the draft has not yet been received but I shall hope to forward it per SCOTIA which is due to arrive at any time.

I am,

Sir,

Your obedient servant,

P.S. Since writing I see that the reply to my par.3 is contained in your despatch No 957-6.

## Enclosures. —

Duplicates. Original per S.S. "Rangatira". Jan. 17<sup>th</sup>.

Despatch No. 217.

Copy of Stanley Cash Book for November.

Copy of Stanley Journal for November.

Store Indent No. 312.

Remarks on Stores.

Statement on Accounts.

### Originals.

Store Indent No. 313.

Irish Exchange No. 2261, £126.15.. 4

Receipts in duplicate, £10.10.0, Port expenses "Rangatira".

Copy of S. A. Missionary Society to 31<sup>st</sup> December.

Accounts Current: Port Stephens, Peble Island, and  
Mr. C. H. Williams.

Letter from Pacific S. Socy. re loss of 1 Drum Porpoise.

Stanley's Wages Return - December 31<sup>st</sup>

Statement on Accounts.

Stanley.

January 23<sup>rd</sup> 1903.



112

C. F. "Munich"

January 20th,

07.

Sir,

I write you last per S.S. "Munich" on the 7th. Inst. I have not had time to answer your despatches per LINDA.

2. The SIBAYA arrived on the evening of the 18th and will leave today with all the produce we have on hand, consisting of 1400 boxes and a few sundries. The total quantity of cargo is just about equal to 1500 boxes, and I trust the F.F.C. will be satisfied at our having collected the stipulated amount one week before the end of the month.

3. I am sending by this steamer 2 casks stated to contain 25 sealions, which the Colonial Secretary wishes sold for account of the Colonial Government.

4. The SIBAYA called early to-day for the Capt. Dr. Price has had to tone coal and stow away other stores, and I have advanced a further £50 for a passage home. The total amount owing to us is £207.15. 0, as per accounts attached, which I got Dr. Price to sign. These were gone through on Saturday, but yesterday (Sunday) they went ashore for a little more wood, account for which is also enclosed (£25.0.0). Dr. Price shipped a man from here, and asked me to pay his wife £2 per month during his absence. He told me that he had written to the Secretary about this, and I presume they will pay. The Scotch people are a most unbusinesslike lot; they seem to look upon themselves as benefactors to the world, and expect people to put aside everything in order to

F. J. Galt Esq.

Managing Director,

London.

2.  
minister to their wants.

3. You will see from the shipping return that three schooners from Halifax have put in here to ship their catches of sealskins, which total up to over 8000. Three more schooners are expected also with skins.

# 4. I regret to report that the Doctor, W. Wyat, died yesterday after a fortnight's illness, leaving his wife and five young children utterly destitute. I have been obliged for Mrs. Wyat's sake to guarantee the funeral expenses; but what is to become of them I really do not know. I have written to Sandy Point and to Monte Video to ascertain for what sum we could get a man for say three months - we must have packs for Goose Green at once. At present, I will not ask you to send out a doctor, as I might pick up a man who would remain permanently.

5. I had hoped that our men would have been released from quarantine by now, and all arrangements had been made for driving them out. A Council is to be held to-day to decide what is to be done, as the question is complicated by the arrival of 18 men by the *Liguria* for Mr. Cameron from New Zealand. As these men had to be transhipped at the River Plate, they will not put them in the same paddock as ours, and, until ours are released, must remain on the <sup>ground</sup> lighter. The expense of landing and attending to live sheep is heavy - the quarantine is the old Government brickfield near Mr. Packer's, and Mr. Blake's had to be hoisted up there and carried up the beach.

I am,

Sir,

Your obedient servant,

*I have telegraphed to you  
S. S.*

*W. Harding*  
*Manager*

ENCLOSURES:-Originals:-

Barque "Scotia" Accounts

Camp Wages Return- December 31st.

Shipping Report

Specification &amp; Bills of Lading per Scrata

| Specifications:- | Wool. | Skins. | Hair. |
|------------------|-------|--------|-------|
| D.R.             | 248   |        |       |
| M.C.             | 266   | 9      |       |
| E.A.             | 618   | 17     |       |
| P<br>S           |       | 14     |       |
| IE               | 1     | 7      | 1     |
| J.B.             | 98    | 8      |       |
| R                |       | 13     |       |

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Duplicates. (Originals per H.M.S. "Basilisk", January 23rd. 1903.)

Despatch No. 218

Store Indents No. 313

Second of Exchange No. 2261 for £126.15. 7

Stanley Wages Return- December 31st.

Statement on Accounts.

SRO.

LIMITED.

PANAMA.

February 3rd.

02.

Sir,

I wrote you last per Sorata on the 20th instant.

2. I am glad the Governor allowed the Sorata to work on Sunday, otherwise the P.S.N.C. would no doubt have complained of her detention here.

3. 957-8. We are very glad to hear that you are sending goods out in the Emilio, as we have no house coal except that purchased from the Government. It will also be a convenience to us to have a few tons in bags for sending round the Islands for instance, I have just received an order for 10 tons from Mr. Bernard Stickney, and an able to send schooner to alongside him to take 140 bags direct there. The Darwin coal also should always come out in bags, as there will be a great saving in handling. The P.S.N.C. have been most inconsistent - in order not to detain mail steamers, cargo boats were to call here alternately; now they have sent three very heavy cargoes in consecutive mail boats, and will not send a cargo steamer to take our rough goods.

4. Par. 9. I hope the boiler for the Great Britain will be sent as quickly as possible - I fear we are running a risk with the present one.

5. Par. 12. I suppose there is no object to be gained in going back over the Speedwell Island letters to prove that the erratic collection of produce from that station is not all the fault of the Stanley Manager. There always have been complaints, I may say annually, about Port Stephens and Speedwell, and the fact that it is only from these two stations that so

Y. H. Cobb Esq.,

Managing Director,

London.

2.

much complaint is made, indicates I think that some fault at any rate must arise from their methods of working; the arrangements made for the schooners cannot always be had, and I do not think that the neglect, if any, of these ports is wilful. A good deal to do with it is this:- at these stations the method of working seems to vary every year, one year a load is wanted home early, another year there are instructions not to send an driblet, then labour is cut down and pressing delayed, and so on. I know for certain that instructions were given one year that the Speedwell wool was to be collected and shipped by the Estrella, and certainly it has been customary for some time past to ship that wool by outsiders. You will no doubt disapprove of the Chance having brought in the balance of last year's - I sent the Fair Rosamond there to collect it, but the Chance had happened to call there and was given the produce. I have asked, weeks ago, when produce will be ready, but have had no reply. I much regret the mistake of writing 11/9 for 6/9 - surely a moment's reflection must have shown that it was only a clerical error, as my argument was affected by this only comparatively - even 6/9 as compared with 1/9 for the transshipping of produce is a good deal. I had thought on reading your notes on homeward freights that it had been written for the information of clients, but when on the second sheet so much stress is laid on this "extraordinary statement", I assume I should hardly be expected to circulate it. I do not think it should be concluded on account of a mistake made hurriedly, that I have forgotten all the history of the freight negotiations, or that I was unable to grasp the question. I have made out a list of the rates which, as I understand it, should be charged on the bills of lading, and should be glad if you would correct it, if wrong. I have suggested special rates for Port Howard produce on the same lines as previously arranged for shippers who are not clients.

6. Par. 13. Undoubtedly, it is far better that the Admiralty should purchase coal from us, rather than get out their



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27. The Commodore told me that he had reported or would report to the Admiralty that he had calculated that our present price of 50/- was 4/8 cheaper than they could do it themselves. This must, of course, be exclusive of any cost of plant. He also seems to think that they will not establish a new range on the North shore of the Harbour - at any rate we are still allowed to keep our Butchery sheep there.

2. Par.17. I have not hitherto given any certificate as you suggest on ship's accounts, but will do so in future. I fancy I have seen such a certificate on some of the old accounts, but have an idea that they were all foreign ships.

3. Par.18. The amount of coal had not altered from the previous figure given. The stock in hand is about 1850 tons.

8. Par.19. I will send you later a report on the Sabina - since the Avon left, we have had all the carpenters engaged on various small jobs which had accumulated, for during last year they were a long time on ship work. Our lighters are some of the miles required overhauling, and the Harvin cutter is now here for repairs. So far, Arthur Sigs is doing well.

10. Par.20. We intended getting this mail's accounts in the Recorder Journal, and I hope there will be an intermediate mail by way of post before March 4th. by which the actual accounts can be sent home.

11. Par.21. I have written Mr. Bernard as to the irregularity of sending orders home and expecting payments to be made without advice.

12. 22-1. I am glad that you realize the increase of work thrown upon our schooner by the loss of the Thetis, Estrella and Allen Gardner, and we are entitled to congratulate ourselves on the fact that the Masters of the schooners have risen to the occasion and succeeded in collecting all available produce, in addition to running the West Falkland mail service without a hitch. So far, there is no reason to anticipate an increase, and the schooner up to the present this season

4.

have kept our sheds perfectly clear, and have been able to call at other ports as well. The importations of rams and their shipment to our ports at this season of the year is harassing. I have sent out a lot each to San Carlos and Hill Cove, but I regret that at the latter place no wool could be got, as Mr. Miller had not pressed any. The schooners have done as follows during the present wool season:-

FORTUNA.-

Rigging repaired by Dec. 16th. Dec. 18th. Left for Port Howard for sheepskins, calling in at Darwin to fill up, returned to Stanley Dec. 23rd. On 31st. left for San Carlos and Hill Cove in order to get rams away. Arriving at Hill Cove could not get any wool, called at Saunders and drew a blank, returned to San Carlos, loaded 40 bales from Cameron and 98 from Bonner. As he was only half full ran down to Walker Creek and returned to Stanley full on January 13th. On 17th. left for Darwin, North Arm and Fox Bay to bring in the mails. Returned full on the 30th.

HORNET.-

Nov. 29. Took shearers to North Arm, returning with a load on Dec. 10th. On the 14th. left for North Arm again, returning with a load on the 19th. Took in full load of stores in Stanley, left for Darwin on the 23th., and returned full on January 5th. Left North Arm on the 7th. and returned on 14th. Left on 18th. for Lively Island, Adventure Harbour and North West Arm with fencing and to wait at North Arm for the completion of the shearing - ing to bring back B.A. Shearers. Could not get into Lively owing to East wind on the 22th. but did all other work and returned on the 29th.

Fair Rosemond.- Dec. 14th, left for North Arm and returned on the 18th full. Left on the 20th for Walker Creek and returned full on the 23rd, that is two full loads in 9 days. On the 29th left for Fox Bay with the

mails, returning on January 5th empty, no time to load anywhere. Left on the 7th for North Arm, and returned full on the 14th. Left again on the 17th for North Arm and returned on the 25th. Left with mails on the 28th for Fox Bay, to fill up at Teal Inlet on the return journey.

The above record is good, and in addition to the 1464 bales by the SCRATA I have now on hand a further 400. I must say that the importation of so many rams just at this time of the year is more likely to cause a dead-lock than anything else. In addition to the rams sent to Hill Cove and San Carlos we have on hand a second lot of 13 for San Carlos and 15 for Fox Bay, but worse than all it now appears that all our own will have to go by schooner. This means four early trips with rams, and later on another trip with the 11 that have foot rot. I will deal with this later when I know for certain what is to be done, but you will see that this sort of thing is a terrible handicap. I always have endeavoured to make arrangements for schooners as much ahead as possible, but some farmers only give notice about their wool when it is ready. If one's arrangements are made for a month ahead these latter have to wait. The programme always has been to collect our wool first, clients' next and outsiders' afterwards. This year all from North Arm is in by the end of January, and if necessary I could finish the other two places by the middle of February. It has not been a question of whose should be collected first but where to send a schooner to get a full load, everybody having delayed shearing more or less on account of bad weather.

I went into the question of a coasting steamer in despatch 215-18. Seeing that the Board appeared to favour the idea of a steamer so much I referred, there, mostly to the amount of her earnings, and simply mentioned a few points on which I thought the project would affect us injuriously. My own opinion is that any advantage which may result from the substitution of a steamer for the schooners will be far outweighed by the disadvantages

and the additional cost will have to be borne by somebody, while generally speaking I believe that the produce is collected as expeditiously by the schooners as it would be by the steamer. Certainly it seems very doubtful whether one steamer would improve on the schooners' record given above, in fact I much doubt if she would show as well. As regards convenience to the farmers I think three calls in a year by a schooner would be preferable to one by a steamer, - if they want the steamer to call at odd times like schooners they will have to pay more for this. I will not say any more on the subject until I receive your reply to what I have already written.

13. We have had further meetings of the Council on the Land Bill, which has been amended on certain points, and the third reading is postponed in the hope that Mr Felton will be able to attend. In the meantime we are to write a letter to the Governor containing our views on certain matters to which he will reply, and if this is not considered satisfactory we are to send a letter to the Colonial Office. I really do not know when we shall be able to get at the accounts for, what with sending supplementary mails, meetings of Council, discussions about rams and correspondence with the Government here I have not been able to touch the accounts for more than a fortnight.

14. I declined to pay McKay's rent and advised him to throw up the lease altogether. He told the Governor he could not pay and they have offered to appoint him caretaker of the place on his paying the Government £30 a year and retaining the proceeds of the produce. I have therefore told him that provided it is absolutely certain that the produce is his and he gives us a lien on it the £30 will be advanced to him.

15. The enclosed correspondence about the rams will speak for itself. I am utterly disgusted with the action of the Governor and cannot believe that it is not prompted by some kind of spite or ill-will towards this Company. I have done everything possible to avoid friction, - you may ask why I did not apply to the Inspector for a formal permit to remove them. I refrained



from so doing as I know the Governor would have done anything to prevent it, even to suspending the Inspector from office, and it seemed to me that the value of the rams is so high that nothing likely to jeopardise them should be done. I do not trust Grey-Wilson, and believe that he is not above inflicting injury upon us. I am therefore striving my utmost to get the rams away safely, and once they are out of his clutches propose to send forward a memorial on the whole thing; I do not yet know whether I shall address it to the Governor or to the Secretary of State - I send you herewith a copy of the draft and need not therefore repeat here the arguments and points raised. I think Mr. Felton and Mr. Peake will support me over this. There is far too much "Governor in Council" in the present legislation; the addition of the words "in Council" is held out to us as a great concession, but it is quite worthless, as no official dares to vote against the Governor. So far from being any safeguard against arbitrary action on the part of the Governor, it is a hindrance for the machinery is more cumbrous and it takes longer to get a decision. The Governor (when he wishes to gain a point) uses the support of his Council as a lever with the Secretary of State, and if he has done wrong, shelters himself behind the Council, and says he acted on their advice. I will report later what they decide about the rams.

16. Mr. Peake has audited the Cash Book, and I send his certificate.

17. Since the departure of the Sorata, we find that 1 Bale of Sheepskins P. or J.P. was not sent.

18. 958-2. I am indebted to you for the arrangement you propose as regards cashing cheques in Liverpool, and trust that it can be carried through. Many of our people ask what they are to do, and how they will get their money, and I am sure that they would be very relieved at being able to cash their cheques on landing.



2,

19. The Liguria brought a lot of cargo for Mr. Hayes, amongst which was 25,000 bricks and 400 Drain pipes, which are freighted out at 35/6 per ton weight.

20. I enclose receipt for ten shillings for fee charged by the Collector of Customs for services of the second Customs officer of the S.S. "Rangitira".

21. I have just heard from the Colonial Secretary that the pigs are released from quarantine, but the letter did not state whether this is unconditionally, and I have had to make a further official application asking if they may be driven out overland. The Stock Inspector reports the death of one from inflammation of the lungs.

I am,

Sir,

Your obedient servant,

Imports.

Duplications - (Originals per Hamilton, advised per Kenna.

Imports - (Originals per Kenna, January 25th, 1901)

Receipts No. 210

Accounts as follows:

Specification and bills of lading per Kenna.

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Imports

Notes Imports No. 214

Form of Invoice No. 215 of Jan. 25th, 1901, U.S. Navy

Dr. Kenna's Invoice for 1901

Receipts for January

Receipts on Federal Return No. 12

Notes Imports - 1901, 1902

Notes of U.S. Customs Account

Table of Bill of lading bills of freight

Copy correspondence with Customs Department at Kenna

Copy notes sent at present to Kenna

Dr. J. J. Allen's Report January 25th, 1901, and copies

Receipt for notes for second Customs Office U.S. Navy, 1901

Receipts for 1901

Receipts on Account

Receipts on Account.

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H.M.S. "NYMPHE".

19th, February

03.

SIR,

I enclose the usual financial returns for the year 1902, the Profit and Loss Statement showing that our business in the Colony has resulted in a net profit of £ 22,543.13. 4. a welcome increase of £ 5,622. 5. 4 as compared with 1901.

2. FARM ACCOUNT - £14,935. 8. 7 shows an increase of £3,325. 0. 8. The usual Abstract is sent herewith; the expenses of working are about £1,000 higher than in 1901, and is accounted for mainly in the increase of consumption stores. A good deal of wood etc. has been used for pen work and wool boxes, and stores consumed in 1901 was below the average. The items for additions to North Arm Machinery being small was charged to Farm instead of Plant, as previously. The increase on the Credit side is made up practically equally by Wool and Sheep-skins.

3. STORE ACCOUNT - £7,737.10. 3 shows a very satisfactory increase of over £2,000 as compared with the previous year. We had three very fair ships, which of course helped this account considerably; but on the whole, in spite of the Government trading we appear to be holding our own well. The stock of stores is £5,000 less - Some stores are working by degrees, and we have been fortunate enough to dispose of all the rest now to the sealing schooners.

4. COMPANY'S SHIPPING - £38. 0. 0. We have had no bills due at all during the past year to help this account, and the

F.H. COOK Esq.,

Managing Director,

LONDON.

2.

cost of repairs to the *Blasia* have had to be met. Generally speaking, our lighters and steamed hulks are in fair order and for the present do not require any repairs, but the debit side of the Company's Shipping account will be swollen by the cost of the new boiler for the *Great Britain*, and repairs to the *Sabine* if undertaken. This hulk has never yet earned anything for us; and the cost of putting her in the necessary repair would be very heavy indeed. I feel sure that if we could get \$500 for her in her present condition, we should do well to accept it. We have had to put some ballast into the *Garland* and repair the ceiling - this work, together with the caulking of the decks, has been done during the last month.

5. *SAMSON* - Loss \$108. 6.1.- In spite of credits for towing ships, this account shows a loss, and this I take it is not altogether unexpected, seeing the heavy expenses of wages and insurance. The survey is being held by the Staff Engineer of the *Cambrian*, and I am glad to say that he reports that with care the boiler should be good for many years. The work done on the boiler by Atherton is good, but it will not stand much more caulking. When Mr. Bath has completed the survey I will report more fully on her.

6. *FORTUNA*. £941.11. 3.- This is a very agreeable surprise. We quite anticipated that she would show a good profit, as *Rowlands* did excellent work last year, but must recollect that she had some unusually large credits for collecting wool from *Cameron* and *Greenshields*, which will not occur again. I still hope that we shall be able to send her to *Monte Video* for repairs this fall, and leave it to you to decide whether it would be advisable to carry forward a certain amount of this profit towards meeting the cost of her repairs this year, or to retain all the profit and add all the expenses to her value.

7. *HORNET*, and *FAIR ROSAMOND* have only barely paid expenses. You will see that the local freight on stores charged to *Farm*, which work is done mainly by the *Hornet*, is £120 less than last

3.

Year. The Vair Rosamond, owing to the stranding at Port Stephens did no work for 4½ months, and the fact that the account shows only a loss of £11, after losing all this time and bearing all the cost of repairs, is satisfactory.

8. MAIL AGENCY. £353. 8. 7.-- Shows only a very slight increase on the previous year. This account has been debited with a level £400 for the use of the Samson, against £450 in 1901. I trust that the P.S.N.C. will increase the minimum commission to £10, as it is certain that the earnings from this account do not by any means compensate us for increased work entailed.

9. ON THE DEBIT SIDE.-- The CONSUMPTION Account shows a marked increase, due mainly to the consumption of coal in the Smithy for ship work. At the same time, the account is undoubtedly high, and on going into the details it strikes me that it is hardly right to charge some of the items to the account at all. I refer mainly to articles required in the Stores, such as Stationery, shoppaper and coal. These are required for carrying out the work of the stores, and should be paid for by the Stores. The same remark would apply to coal used in the Smithy, the profits of which also go to the Store.. I suppose, however, it is better to continue the system, as the account enables one to check any undue increase of working expenses.

10. STANLEY WAGES.-- £5,136. 6. 3.-- To this should be added the cost of the Chilota Labourers, £569.17. 7, making a total of £5,706. 3.10. I am glad that this amount shows a slight decrease from 1901, and I should like to assure the E Board that a very careful watch is kept that labour is not wasted. We get a certain amount back from the Pacific Steam Navigation Company.

11. The Clients' balances are certainly better than last year. Some on the Debit side call for remark. Dr. Jamieson's has already been remarked upon, and I see you have written him separately. Mr. Rowen, as I have mentioned, asked as a special



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favour if we would allow him to overdraw on account of his being compelled to send his wife back to the United States. The account will be cleared by his salary draft at the end of March. I will inform Mr. Bertrand that a transfer should be made from the Station Account to keep his private account in credit. C. Williams's account shows a debit from our having transferred to him Cameron's and Greenfield's Store accounts. Mr. Williams paid in cash shortly after the end of the year to meet these debits, and he is now well in credit. Osborne's account is for the balance owing for material for fitting out the old Wasp. On the whole the balances show an improvement, and now that the price of wool is so much better this improvement may be expected to continue.

I am,

Sir,

Your obedient servant,

ENCLOSURES .-

Balance Sheet

Profit and Loss Statement

London Office Cash Account Balance

Statement of Items in Deposit Account

Inventory of Stores at Darwin Harbour

Inventory of Stores at North Arm

Summary of Stock - East Store

Summary of Stock - West Store

General Summary of Stock of Stores

Balances due to and from Camp men

Consumption Stores in hand in Camp

Buildings Materials on hand in Camp

Fencing Materials on hand in Camp

Statement of Schooners' earnings, not credited

Copy of Stanley Cash Book for December

Copy of Stanley Journal for December

Cash Vouchers for December, East and West Stores

List of Store Debtors

List of Butchery Debtors

Remarks on Store Debtors

List of additions to Furniture

List of additions to Plant

Abstract of Bank Account.

H.M.S. "Dymphna".

February 20th.

03.

Sir,

I wrote you last per PANAMA on the 3rd inst, and have received per CROPSA on the 18th inst your despatch No 959 and telegram INTERIS HANSEN MILLER AGINAMOS SEALING YACHT-CLUB NUCHLAPPEN. The first word has evidently been mutilated in transmission, but the message is evidently intended to be one from Mrs Hansen to stop Mr Miller from allowing sealing this year, and it will be passed on to him without delay.

2. I enclose accounts of the sealing schooners "Edward Roy", "Beatrice J. Coburn" and "The M. Balcon", together with a sight draft on Messrs G.M. Lamson & Co for \$487:2:7, drawn by Capt. R. Balcon who is in charge of the venture.

Three other sealing schooners have called here to ship their catches, and these six together with the S.S. "Elena" belonging to Sandy Point will have shipped from this port in all nearly 12,000 skins.

3. I am glad to be able to send the annual accounts by this opportunity. I cannot attempt to reply to your despatch until the usual homeward mail.

4. Our stock of steam coal is now about 1320 tons. When the amount has not altered from one mail to another I have not considered it necessary to repeat the figures, but will do so for the future.

5. At Mr G.A. Cobb's request I have called you the word  
TUEHLO.

F.H. Cobb Esq.

Managing Director.

London.

I am, Sir,

Your obedient servant,

Duplicates. (Originals per PANAMA Feb. 2nd.)

Despatch No 300.

Store Indents No 314.

Remarks on Stores.

Second of Exchange No 2263 on Asst. Gen. H. M. Navy.

Coasting Insurance for January.

Insurance on Produce, Return No 42.

Table of P/B rates of Freight.

Re Allan's letter and enclosure.

Remarks on Accounts.

Statement on Accounts.

Letter to W. F. Cobb Esq.

Originals.

Mr W. M. Dean's account for collection.

Accounts for three sealing schooners.

First of exchange No 2265 on C. M. Lamson & Co. \$487:2:7

do. No. 2266 on Thom & Cameron. 236:0:0 (for collection)

Copy of letter from Unofficial members Feb. 10th re Land Ordinance.

do. do. do. re Fencing Town lots.

Copy of correspondence with Col. Secretary re Darwin Church.

Sealing and Lamb-marking returns.

Shipping Report.

Remarks on Accounts.

Statement on Accounts.

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CALIFORNIA.

March 3rd.

03.

Sir,

I wrote you last per H.M.S. "Nymph" on the 20th. ult.

2. 959-3. The Glenfarg was somewhat slow in putting the coal overside, the amount per diem seldom reaching 45 tons. We were quite prepared to receive more.

3. Par. 5. I took over 90 tons of House Coal from the Colonial Government, charging them 5/6 per ton for landing that 80 tons, which is expensive under the rate which they pay for general cargo.

4. Par. 6. The correspondence lately forwarded and my 223-15 will have placed you in full possession of the facts as regards the Rams per Rangativa. I rather think that I sent you a copy of the law in that despatch, but in case I did not I send another herewith. The memorial has not been sent forward yet - I wished to await Mr. Buckworth's return from England and Mr. Packe's return from Fitzroy. They concur in the views expressed, and I will send it forward as soon as the Governor has recovered from his illness.

5. Par. 7. I much regret that the Directors should take so strong a view on the subject of the Foreman Carpenter, and that I feel compelled to record an opposite opinion. We are viewing the matter from somewhat different standpoints - you, almost solely from the ship repairing or shipbuilding point of view, whereas I desire to treat the question with reference to general utility. If you treat the matter solely with reference to ships, then I am bound to agree with you that there is

F. G. Cobb Esq.,

Managing Director,

London.



## 2.

A risk that a man trained in the Islands may not be found to be so efficient as desired. But for how long in the year is he likely to be employed on shipwork? Barely three months, and always decreasing. I am not far out in saying that page after page has been written as to the decrease of shipping, that it is a question whether the Board will not discontinue the work, the Smithy has never paid, the stock of ship's stores is so large that it is unremunerative, and ships avoid the port as much as possible. The reasons for this latter are variously stated as high charges for labour, high charges for stores, lack of cable communication, and the long time taken. Now, I do not think that a foreman carpenter from home will remedy all this. We have occasionally shown that we cannot safely reduce the price of material any further, and we cannot get through the work any quicker unless we introduce more carpenters and smiths, a step we are not likely to take unless we have some prospect of keeping them constantly employed. It was discussed at one meeting of the Directors when I was at home whether we could not reduce the quantity of material very considerably - it was shown that this would involve abandoning ships' repairs altogether, and I fancy that the opinion of the Directors was that they would not be at all averse to this if they could only get back the capital locked up in this material. Finally, I was asked to work off as much of this as possible, and to refrain from ordering more. If now you send out a man whose speciality is shipbuilding and repairing, do you suppose that he is likely to assist in keeping the stock of material? Is he not far more likely to want a much larger stock, or perhaps a more varied stock, which is much the same thing? We waste or rather employ a lot of time in cutting wood, iron and material to the required dimensions - if we kept many sizes of wood etc. on hand we should save a good deal of expense, but we have set our faces against increasing the stock any further, and have compelled the ships to pay the labour of cutting, and this frequently accounts for a heavy labour bill.

## 3.

If your new foreman is asked to reduce cost of labour, his first request will be to keep many more sizes of material. Take the mild iron for instance - a new blacksmith said this was used for shipbuilding and repairs, and asked for a stock. It was imported, and not an ounce has been used. I should like to have seen more use made of the machine saw - the boiler on the Egeia is, however, out of use, and the cost of running this is more than could be saved by using the saw. I think we ought to utilize the Smithy machinery for running the saw when ships are here, but this would entail setting it up in a small house somewhere adjacent to the shop. If we are to improve the ship repairing facilities, it is the Smithy that we must look to. Repairs now are entirely ironwork - carpenters have to wait for the smiths to finish - hence the delay. The Board has invariably declined to spend more money on the Smithy, but if you send out a foreman with instructions to improve the ship repairing, he is sure to ask you for more appliances. As to giving estimates, how can a new man estimate work here until he has had about half a dozen ship repairing jobs? Men cannot work as well in rain or a snowstorm as in fine weather, and all this must be learned from actual experience here. I cannot admit the justice of your remarks as to the "old dead level of inefficiency" - whatever our faults are, and I have not any desire to attempt to palliate them, bad workmanship has never to my knowledge been adduced against us. No job has ever been turned away from the shops because we were too inefficient to tackle it, nor have I ever heard of any dissatisfaction with the quality of the work turned out. Why should you assume that you are likely to hear complaints in the future? For one thing, it is very unlikely that we shall ever be called upon to plan and carry out extensive work - we never have in the 11 years I have been here, and the chances increase every year. I wish, as I have said, to treat the question from the general utility point of view. For quite a month in the year the Foreman supervises very general work,

## 4.

such as building a house, repairing of lighters, hulks, schooners, boats, or rough general work. Even wood box work, which requires more precision than most is now done by common carpenters without foreman's supervision, and is done well. Now comes the question of expense. I have frequently said that the bulk of my money is devoted to keeping this down, and have to deplore the fact that expenses increase instead of diminish. Are you likely to get a really efficient man under \$250 per annum, or double the amount paid to Biggs? You will remember that when I suggested an increase of Johnson's pay, you would not hear of giving him \$200 a year. He would want a better house than one of the Mount New cottages, which satisfies Biggs, and repairs would as usual have to be done. When I put Arthur Biggs in charge, I told him that the amount of work was decreasing, and that we should very soon, I hoped, have only 4 or 5 carpenters working, and in case we had only say 4 at work in the shop I would expect him to work as well, in fact that he would be a working foreman. We have now 7 carpenters and 3 apprentices at work. One of the carpenters I am sending to the Camp, and in about a fortnight I hope to dispense with 2 more. The new foreman is more likely to increase work rather than diminish, in order to justify his existence. May I quote the views expressed by you in 904-2, "We hope to employ fewer men when we are running one shop only, and doubt if the extra trouble and responsibility will amount to much". In the same despatch you remark "It is manifest that the shipping entering the port has during the last few years declined at a much greater rate than previously, and, unless there is a radical alteration in the work done and the wages demanded, there is no hope of a revival. It is clear that several of the ships that lately put in would not have been seen, if they had had sails to take them to the Plate, and the days of heavy repairs to hulls are over. We fear, especially as underwriters and owners alike are determined to move their ships away, even after they have come in, if they can possibly manage it." Is

6.

this consistent with the suggestion that we may have to plan extensive work, and our owners and underwriters likely to alter their determination just because we have a foreman shipwright who has served his time at home? I earnestly hope that these remarks will be taken into consideration by the Board, we have in my opinion quite enough highly paid foremen here, Marine Superintendent \$200, Engineer \$150, Foreman Labourer \$120, and I entreat the Directors not to add another to the list. If ship repairing increases, and Higgs is not found equal to it, I will undertake to report this to the Board without any delay, and they could then consider whether it would be worth the expense to send a more qualified man out; but, until we see some prospect of recouping for this expense, I trust the Directors will refrain from sending a man from home.

7. Par. 8. If the P.S.S.C. have decided to send a steamer, it is of course futile for me to say anything more either for or against the project. At the same time, it is a satisfaction to me to be able to point to the earnings of the Fortuna last year, which I hope will prove that my anticipation that the schooners might pay was not altogether wrong. With reference to the charge to the Farm, I purposely referred to 1831 in order that you might not lead the P.S.S.C. to think that they would get anything like \$2000 a year from us for this work. The amounts charged to the Farm for the last three years are 1830, \$382, 1831, \$352, 1832, \$427, so at any rate last year the Farm was certainly not robbed in order to make profits for the schooners, and yet the Fortuna earned over \$900. Rather than charge the Farm so much per day for hire of the schooner, I would suggest a fixed annual charge of say \$500 to be divided pro rata between the schooners, but this is hardly worth discussing if they are all to be paid off. The pleasure trips of the P.S.S.C. do not take on very extensively - about 5 people out of every 4 suffer from sea sickness on the passage between here and the River Plate in the large mail steamers, and once they have got foot on terra firma here, I doubt if any will be



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not to venture round the islands in a small coasting steamer. They will certainly have to reduce their fares between here and the Plate if the Argentine Government transports call, as I hear they intend doing.

7. Par.9. The change from peat to coal at Darwin can hardly be called sudden seeing that Mr. Mathews writing on October 24th. 1888 reported that "Darwin is within measurable distance of the end of its available peat". When making that report Mr. Mathews estimated the cost of replacing the grates at £150, and until it was definitely decided to use coal, there was no advantage in ascertaining the actual number of grates which required replacing. I have within the last few days received a report from Mr. Allan, and we shall require 20 small grates and 4 ranges. We have only a few of these in stock and will indent for the required balance. The grates must be replaced gradually.

8. Par.11. I am sure our people will be only too glad to have some means of cashing their cheques in Liverpool, either through our Bank or through the P.S.N. Company.

9. Par.15. I have hammered away about the petition against the Canteen, but the whole thing has been blocked by G. Williams, who declined to sign unless the Company did likewise. I explained to him that we could not truthfully say that it was ruining us, as our retail storekeeping is after all only a small part of our business, and that the petition would have even more weight if our name was left out of it. If I signed, the Company's name would come first, and we should be credited with leading the agitation, which we are not doing - the Government people would say "Company again" and it would do more harm than good. G. Williams himself has now gone to Sandy Point, and I fancy his son will be inclined to take the matter up. I cannot do more unless you wish me to sign for the Company, a step which I would not advise. I have seen, sub rosa, a copy of their report - their sales last year were £880, and one paragraph in the report is rather significant. They say



7.

their stock of stores at the end of the year amounted to about £690, which represented almost the capital of the Canteen. As some of the members were leaving and wished to realise what they had put in, it would be necessary to issue more shares. Evidently they are beginning to find out that to run a business requires capital.

10. Par.15. We shall be glad to see the Emilie, and the rates of freight you are charging are very reasonable. We shall have no difficulty about the coal, most of the Lancashire will have been disposed of before she arrives, and the balance, if any, could go to Darwin if unsaleable here.

11. Par.16. I enclose a statement showing the present dimensions of the boiler on the Great Britain. With 40 lbs. steam and 240 revolutions the present boiler indicates 38 horse power. The winch has 9" cylinder and 1 foot stroke. We think the new boiler should not be of less power than the present one, and should be worked in the ordinary way with 60 lbs steam. If we should have to raise the hulk's cable or have any other heavy lift, it is better to have the power at hand to do it, although the boiler may be more powerful than is required for everyday working.

12. Par.17. I believe that very few of the sealskins shipped from here are taken anywhere near the Falklands, but it is quite possible that one isolated schooner may have made a raid on the fashons last year. I doubt if the Admiralty will send any gunboat to do any patrolling, and now that the ships on the station are reduced to two, there is scarcely any chance of a surprise visit even. As the Commodore says, who will pay for the coal consumed by the gunboat? the value of the property to be protected is hardly equal to the cost of protection. The Captains of the Sealing Schooners have all sworn before the Governor that none of the skins they have shipped were taken within 500 miles of the Falklands, or within ten miles of any land, and they say themselves not less than 100. I feel

certain they are all taken at sea, - their boats are specially constructed very light in order that they may get near the seal without much disturbance, and we have made several small spears and hooks with which to secure the seal before it sinks. They naturally will not disclose the locality in which they are taken, but Captain Balcom told me quietly the other day that there is a certain spot somewhere in 35 or 40 South where two currents pass. Between these currents there is smooth water where fish collect and the seal, no doubt from Lobos Island go there to feed. Naturally this strip of water is very narrow and they try to keep the secret as close as possible. I do not believe there are any Falkland Island skins in his lot, which have fetched better prices than any from here. I enclose accounts for the "R.B. Marvin" and "Florence M. Smith" with drafts on C.M. Langdon & Co for the advances. Their store accounts are a welcome addition to our sales.

13. Par. 18. I note all you say about Dr Jamieson's indebtedness, but cannot add any more to what I have already written. I have been into the question of his account with him when in Stanley, and he has undertaken to do his utmost to reduce it. He has not been able to secure any servants, and is at the great expense of paying a man £5 per month to do rough work.

14. Par. 20. I hope you will have had no difficulty in collecting the SCOTLAND'S account.

15. The stock of steam coal on hand is 1315 tons.

16. The rams have arrived safely at Darwin with the exception of 12 which are still here. I think Mr Allan will arrange to get these overland and will no doubt furnish you with a report on the rams by this mail.

17. The Staff Engineer of H.M.S. "Cambrian" is proceeding with the survey of the Harpur. He has gone over the boiler and Atherton has opened out all the machinery, and is doing all necessary work. This takes a good deal of time, but it will be a great satisfaction to us to be certain that everything is

all right. Mr. Bath is assisting us by making some small brass castings. When all repairs are completed, I will send a full report.

18. We are sending you by this mail press copies of all clients' accounts current. We have not been able to obtain Mr. E. Bonner's certificate to Mrs. Bonner's account in time for this mail, and will send it by earliest chance, possibly a gunboat.

19. Mr. A. Pitaluga has called upon me two or three times with reference to his sister's share in the Estate. At present there are five shares, viz:- Alexander, Henry, Richard, Arthur and Mrs. W. Bonner. Of these, Arthur is in an asylum at Monte Video and his share is divisible between the two first named. Richard has made over his share to his sister, Mrs. W. Bonner, who is now therefore the possessor of 2/5ths. of the estate. She fully intends to dispose of this interest, but A. & H. Pitaluga are entitled to the refusal before this interest is sold to any outsider. She demands \$500 down and \$150 per annum for 10 years, and Alexander Pitaluga wishes to know if the Company will advance this amount. Mr. J. M. Dean's mortgage still stands at \$5,000 @ 6% interest and the station account shows a debit balance of \$285 at the end of last year. G. Turner is supposed to keep their books and make out annual balance sheets, but they do not seem able to get any account out of him, and without these it is impossible to say how the station has been doing for the last few years. I will endeavour to get some information out of him, but in the meantime should like to be informed whether the Board will entertain the idea of making any further advances.

20. I regret to say that the pilfering of our Millinery Cases still continues, and hardly one mail arrives without the case containing the most valuable goods having been pillaged. It is always one of the cases from Messrs. Cook, Son & Co., who probably give a shipping note to the lighterman, thus informing

11.

him of contents of cases delivered to him. We have made claims on the P.S.N.C., but I must say that I believe the damage is done before the cases go on board. Is there any means of trying one case before it is actually shipped?

21. I have asked Mr. Sharpe to send a second cargo boat here about 25th. March, if possible. This will give good time in which to catch the sales of May 5th., and I hope to have 2000 bales for shipment. At present, we have 1200 only, but I think we shall be on the right side.

I am,

Sir,

Your obedient servant,

LIST OF CONTRIBUTORS - COPIES SENT MARCH 20, 1907.

Walter A. Fiske.

Walter A. Fiske.

J. L. Waldron.

Port Stephens.

Polk's Island.

Polk's Island.

Polk's Island.

Polk's Island.

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RECEIPTS.

DISBURSMENTS. (Originals per H.M.S. "Kymber", 21st. February 1903)

Despatch No. 221 and enclosures (Accounts)

Despatch No. 222

Store Indents No. 315

Accounts of three Sailing Schooners

Record of Passage No. 2235 for 1897. B. 7

Particulars on Accounts

Statement on Accounts

CHIEF CASH.

Accounts "J. H. Harvey"

" " John W. Wilson"

" " Florence C. Smith"

" " Florence C. Mansie"

1891 of Receipts No. 2211 on W. P. Waldron £ 1074. 9. 3

" 2262 " Thom & Cameron £ 217. 9. 0

" 2269 " C. H. Lampton & Co. £139. 11. 1

" 2270 " " " 52. 3. 8

" 2271 " Acct. Gen., H.M. Navy 313. 2. 6

" 2272 " C. H. Lampton & Co., 197. 14. 1

" 2273 " William Mansie 77. 15. 10

Particulars of Sales for Great Britain

Letter for F. S. Sales

Copy letter, Colonial Secretary to Unofficial Members, 18th. February.

Copy of correspondence F. S. S. C. and Colonial Government

Stock Book 1308 (sent per book post)

Store Indents No. 316

Remarks on Stores

Indent for Drugs, Dr. Jackson

Shipping Insurance for February

Mr. Allan's report and enclosures

Shipping Report

Statement on Accounts

I have gone over the Proposed Itineraries, in conjunction with the Notes written by Mr Birrell and handed to me by Captain Peckle of the "ORILLAKA".

Itinerary No.1 is, in my opinion, needlessly elaborate, as it is not necessary to call at every port with mails. The main point is to make arrangements for delivering mails to the West Falkland with as little delay as possible after the arrival of the outward steamer, and I have therefore sketched out an Itinerary, marking it No.3 for convenience, in which I suggest calling at Darwin the first day, and proceeding direct to Fox Bay the second. After Fox Bay I have suggested Port Stephens, Weddell Island and Roy Cove; and on alternate voyages Port Howard, San Carlos and Hill Cove, thus giving a direct delivery of mails every two months at the more important ports.

The question now arises, - how is the homeward West Falkland mail to be brought to Stanley? Under existing circumstances this is performed by the schooner leaving Fox Bay about 4 days before the homeward steamer is due in Stanley, and I feel sure that the authorities here would require a similar provision in the case of the steamer.

Itinerary No.1 delivers the mail at every port, collecting replies to a previous mail. No.3 delivers at the more important ports, and calls at Fox Bay for answers, to catch the homeward steamer.

It may be thought that the "Ruparee" should arrive in Stanley on March 4th, to coincide with the arrival of the homeward steamer, and discharge her cargo direct into her. This advantage is, I think, however far outweighed by the disadvantages. From a business point of view the West Falkland letters must arrive at Stanley some days before the arrival of the steamer, and I have made this date February 27th which is a Friday. If this were a day later we should have her here on a Saturday, which is a half holiday, and perhaps could not get her cargo out. By leaving on Saturday morning she will spend this holiday under steam.

There is an interval between February 23rd and 25th which will, if possible, be utilized by collecting wool, but it is quite possible that it will be absorbed by delays and bad weather, a contingency which must be allowed for in this climate. The "Rupanco" should leave Stanley for Punta Arenas in sufficient time to call at any ports required in the Straits, receive the extra mail on March 6th and leave at once, proceeding back to Stanley as quickly as possible. Unless this extra mail is delivered by the 10th or 11th of March there will be but little advantage in receiving it at all, for the regular outward steamer is due here on the 13th. If the extra mail can be sorted on board, the letters for the West Falkland can be dropped at Fox Bay en route for Stanley, and those for Darwin at Breton's Loch.

We then have a clear week, perhaps eight days, in which she could be occupied collecting wool, and I must say that unless there is some such provision she will never succeed in bringing all produce to Stanley from the out-ports.

It appears to me that the "Rupanco" must always discharge cargo into the bulk, - if she were required to discharge direct she might have to hang about in Stanley waiting for the steamer, and so lose days which would never be recovered.

I think that No. 3 is about the best Itinerary that can be devised, but you might think that instead of returning to Stanley with the West Falkland homeward mail on February 25th the "Rupanco" might take these letters to Punta Arenas and place them, on March 1st on board homeward steamer which is due in Stanley on March 4th. I do not think the Postal authorities here would consent to this, and it is very undesirable from a commercial point of view as these letters from the West Falkland in many cases advise remittances home which cannot be attended to unless received a few days before the homeward mail is made up.

In compiling Itinerary No. 3 I have used the same dates as in your Nos. 1 and 2 in order to facilitate comparisons between them. Should any further Itinerary be drawn up I would suggest retaining these dates.

I think that if Itinerary No. 1 is closely scrutinized it will be

admitted that there is no margin whatever for bad weather which, as I have stated above, has to be reckoned with in this country. Nor is any time whatever allowed for the collection of wool, without which you cannot earn your expected revenue. Further, according to this Itinerary the "Rupanco" is expected to steam only during daylight, but in the winter months this lasts only from 7.30 a.m. to 5 p.m.

Mr. Birrell's notes suggest the possibility of pleasure trips to Barth's Channel, and even runs to the Patagonian Coast. It will be seen that not more than four days can be counted upon for work in the Straits, one of which is presumably will be occupied in coaling and discharging any cargo she may have collected. This, however, is outside my province, and would of course be settled by the Agent at Punta Arenas. As regards trips to the Patagonian Coast, the only time available is the interval between March 12th and 18th, and at present I do not see that it would be practicable to absent this if it is intended to collect all local produce by the steamer. During the summer months, at any rate, I think it would be necessary to devote the whole of this interval to that work, and it must be remembered that the Farmers here do not all ship their produce in one lot. Some have not the facilities for storing it all, and more than one call is necessary. During the winter months it might be feasible to run the "Rupanco" to Gallegos or some other port on the Patagonian Coast, but it is quite impossible to say anything definite without some experience of the capabilities of the steamer. I am glad to learn from the P.S.N.Co's letter of February 21st that it is intended that the regular work of the Falkland Islands is to be the first consideration.

In my letter to the P.S.N.Co. of December 8th I stated that the present local rates for freight are 15/- per ton to the West Falkland and 12/- to the East; I do not think any alteration of these rates should be made, with the exception perhaps of 12/6 to ports at the extreme of the East Falkland, say beyond Choiseul Sound and Port Salvador. Passages are at present:-

|                   |       |          |         |           |
|-------------------|-------|----------|---------|-----------|
| To West Falkland. | Cabin | £2: 0: 0 | Forward | £1: 10: 0 |
| " East Falkland.  | "     | 1: 10: 0 | "       | 1: 0: 0   |



This, of course, applies either way. As passengers will rarely be on board for more than one night these rates should be sufficiently remunerative.

Subsidy. According to the terms of the P.S.N.Co's letter of Feb. 1911 a subsidy of not less than £3250 is a sine qua non. Should this amount be granted I should say that the fitting up of a special cabin for the use of the Governor of the Falkland Islands would be a graceful concession on the part of the Company, but this is, of course, merely a personal opinion which is only offered as the matter is mentioned in the above quoted letter from the P.S.N.Co. to myself.

In my letter of December 8th to the P.S.N.Co. I explained what had passed between the Governor and myself at an unofficial interview, and for convenience of reference I quote what I then wrote:-

"He suggested £1000 in return for which he would require the steamer to fetch from Sandy Point the intermediate mail, i.e. once every four weeks, also that she should carry passengers to Sandy Point if they desired to go, in order that they might have an opportunity of travelling to England by any other line offering cheaper rates, but more especially facilities for second class passages..... I replied that very few people have desired to have a mail every fortnight, and that this would not recoup the P.S.N.C. for sending the steamer across there, and possibly having to wait a day or two. The Governor said that the bringing of the extra mail across was the only pretext upon which he could ask the Imperial Treasury to pay half the £1000 subsidy, as the Colony certainly cannot afford to pay more than it now does for mail service. I then said that I assumed that if the Coasting steamer were here, he would give her the usual subsidy of £354 per annum (13 trips to the West Falkland at £28 each); he would not promise this, but said the steamer might be given the contract".

If a large subsidy is indispensable it seems to me that the sooner the question is raised the better; the Home Government will require a report from the Governor of the Falkland Islands, and I



therefore addressed the Government authorities here on the subject,  
a copy of my letter being annexed.

Stanley, Falkland Islands.

March 24th. 1903.

POST STANLEY ITINERARIES, No. 1.

| Arrivals<br>Days Hours | Departures<br>Days Hours | Ports                                                                                  | Dist.<br>Miles                                                  | Under<br>Tide<br>D.H. | In<br>Port<br>D.H. | Speed<br>in<br>knots. |
|------------------------|--------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------------------|-----------------------|--------------------|-----------------------|
|                        | Feb. 19 8am              | Port Stanley                                                                           |                                                                 |                       |                    |                       |
| <b>THURSDAY</b>        |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 19 11am           | * 19 noon                | Port Fitzroy                                                                           | 28                                                              | 5                     | 1                  | 7                     |
| * 19 5pm               | * 20 8am                 | Walker Creek                                                                           | 35                                                              | 5                     | 13                 | 7                     |
| <b>FRIDAY</b>          |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 20 8am            | * 20 9am                 | Darwin Harbour                                                                         | 18                                                              | 2                     | 1                  | 7                     |
| * 20 noon              | * 20 1pm                 | Lively Is.                                                                             | 21                                                              | 3                     | 1                  | 7                     |
| * 20 5pm               | * 21 6am                 | Bleaker Is.                                                                            | 32                                                              | 5                     | 12                 | 7                     |
| <b>SATURDAY</b>        |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 21 1pm            | * 21 2pm                 | North Is.                                                                              | 44                                                              | 7                     | 1                  | 7                     |
| * 21 8pm               | * 22 8am                 | Speedwell Is.                                                                          | 43                                                              | 8                     | 12                 | 7                     |
| <b>SUNDAY</b>          |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 22 11am           | * 22 noon                | Great Is.                                                                              | 25                                                              | 3                     | 1                  | 7                     |
| * 22 5pm               | * 22 4pm                 | Por Bay                                                                                | 25                                                              | 3                     | 1                  | 7                     |
| * 22 5pm               | * 23 6am                 | Port Edgar                                                                             | 14                                                              | 2                     | 12                 | 7                     |
| <b>MONDAY</b>          |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 23 11am           | * 23 1pm                 | Port Stephens                                                                          | 42                                                              | 5                     | 1                  | 7                     |
| * 23 7pm               | * 24 8am                 | Beaver Is.                                                                             | 42                                                              | 5                     | 15                 | 7                     |
| <b>TUESDAY</b>         |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 24 8am            | * 24 9am                 | See Island                                                                             | 12                                                              | 2                     | 1                  | 7                     |
| * 24 1pm               | * 24 2pm                 | Walpole Is.                                                                            | 30                                                              | 4                     | 1                  | 7                     |
| * 24 4pm               | * 24 5pm                 | Spring Point                                                                           | 17                                                              | 2                     | 1                  | 8                     |
| * 24 7pm               | * 25 8am                 | Dunroese Head                                                                          | 15                                                              | 2                     | 11                 | 7                     |
| <b>WEDNESDAY</b>       |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 25 8am            | * 25 9am                 | Charleston River                                                                       | 10                                                              | 3                     | 1                  | 7                     |
| * 25 11am              | * 25 noon                | Boy Cove                                                                               | 13                                                              | 2                     | 1                  | 7                     |
| * 25 3pm               | * 25 4pm                 | West Point Is.                                                                         | 22                                                              | 3                     | 1                  | 7                     |
| * 25 5pm               | * 25 6pm                 | Carcass Is.                                                                            | 7                                                               | 1                     | 1                  | 7                     |
| * 25 8pm               | * 26 8am                 | Hill Cove                                                                              | 23                                                              | 4                     | 11                 | 7                     |
| <b>THURSDAY</b>        |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 26 11am           | * 26 noon                | Shallow Bay                                                                            | 23                                                              | 3                     | 1                  | 7                     |
| * 26 5pm               | * 26 4pm                 | Saunders Is.                                                                           | 21                                                              | 3                     | 1                  | 7                     |
| * 26 5pm               | * 27 6am                 | Kepnell Is.                                                                            | 8                                                               | 1                     | 13                 | 7                     |
| <b>FRIDAY</b>          |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 27 9am            | * 27 10am                | Pebble Is.                                                                             | 20                                                              | 3                     | 1                  | 7                     |
| * 27 4pm               | * 28 6am                 | San Carlos                                                                             | 42 (?)                                                          | 2                     | 14                 | 7                     |
| <b>SATURDAY</b>        |                          |                                                                                        |                                                                 |                       |                    |                       |
| Feb. 28 noon           | * 28 1pm                 | Port Salvador                                                                          | 62                                                              | 5                     | 1                  | 10                    |
| * 28 7pm               | Mar. 1 8am               | Johnson's Har                                                                          | 53                                                              | 5                     | 13                 | 8                     |
| <b>SUNDAY</b>          |                          |                                                                                        |                                                                 |                       |                    |                       |
| Mar. 1 9am             | * 1 noon                 | Port Louis                                                                             | 10                                                              | 1 1/2                 | 24                 | 7                     |
| * 1 4pm                | * 3 noon                 | Port Stanley                                                                           | 30                                                              | 4                     |                    | 7                     |
|                        |                          | ditto.                                                                                 | (Masts homeward Straits started<br>(due at Stanley March 6th.)) |                       |                    |                       |
| * 5 noon               |                          | Punta Arenas                                                                           | 559                                                             |                       |                    |                       |
|                        |                          | (connecting with outward bound steamer from Europe due at<br>Punta Arenas 6th. March.) |                                                                 |                       |                    |                       |

EAST FAULKLANDS ITINERARIES No.2.

| ARRIVALS | DEPARTURES | PORTS | DIST. | Under<br>T-100 | In<br>Port | Speed |
|----------|------------|-------|-------|----------------|------------|-------|
|----------|------------|-------|-------|----------------|------------|-------|

THURSDAY.

|              |             |              |                              |   |  |  |
|--------------|-------------|--------------|------------------------------|---|--|--|
| Feb. 19      |             | Port Stanley | Following itinerary No. 1 to |   |  |  |
| " 23         | Feb. 23 2pm | Great Is.    |                              |   |  |  |
| " 23 3pm     | " 24 8am    | San Carlos   | 41                           | 6 |  |  |
|              |             |              | Follow itinerary No. 1 to    |   |  |  |
| " 25 8pm     | " 26 noon   | Port Stanley |                              |   |  |  |
| 6 days' trip |             |              |                              |   |  |  |

Mar. 1 am Punta Arenas

Straits outward steamer due 6th. March giving 5 days time for working Straits (by Ruperes) getting back to Falklands on 2th. or 10th. March, leaving her 8 days to make trip of West Falklands as follows:-

| <u>ARRIVALS</u>                                   | <u>DEPARTURES</u> | <u>Ports</u>                                               | <u>DIST.</u> | <u>Under<br/>T-100</u> | <u>In<br/>Port</u> | <u>Speed.</u> |
|---------------------------------------------------|-------------------|------------------------------------------------------------|--------------|------------------------|--------------------|---------------|
|                                                   | Mar. 10 noon      | Port Stanley                                               |              |                        |                    |               |
| Mar. 11 7am                                       | " 11 8am          | Pebble Is.                                                 | 127          | 18                     | 1                  | 7             |
| " 17                                              |                   | to Fox Bay as Itinerary No. 1. say 6 days thence direct to |              |                        |                    |               |
| " 18                                              |                   | Port Stanley                                               |              | 18                     |                    |               |
| connecting with our Straits boat due 18th. March. |                   |                                                            |              |                        |                    |               |

By this arrangement mails for East Falklands would arrive by direct mail steamer and for West Falklands would reach destination via Punta Arenas and Ruperes.

ITINERARY. No. 3.

- February 13 Leave Stanley at Noon with mails for Darwin Harbour.
- 20 " Darwin at 6 a.m. " Fox Bay.
- 31 " Fox Bay at 8 a.m., arrive at Port Stephens & Weddell  
or " Port Howard & San Carlos
- 32 " Weddell Island and arrive at Boy Cove. or,  
" San Carlos and arrive at Hill Cove.
- 33 Return to Stanley, discharge cargo and leave for out-ports  
to collect wool, calling on
- 35 At Fox Bay for homeward mail.
- 36 Leave Fox Bay (? calling at Brenton Loch for Darwin mail)  
and arrive at Stanley.
- 37 Discharge cargo into bulk, and leave for Punta Arenas for  
extra mail.
- March 6 Leave Punta Arenas for Stanley, calling at Fox Bay (? and  
Brenton Loch) with mails.
- 9 or 10 Arrive in Stanley.
- 12 to 13 An interval of a week, during which occupied in collecting  
produce.
- 19 Leave Stanley with mails as above.

*Omura*

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March

31<sup>st</sup> 08

Sir,

I wrote you last per California, which left on the 4th. instant, and have received since your Ac. No. per Orellana on the 19th. instant.

2. Par. 6. I note that the Board desire the Section to be treated liberally - we did several small things for them at small charge.

3. Par. 7. You will have learned in my previous despatches that I had difficulty in getting wool, and had to send to whatever stations had any ready. Mr. Sharpe offered me either the Corcovado or the Inca, and I am glad that I chose the former, as the Inca would have been too late for the May Sales. Even now the Corcovado will not have much time to spare. As regards the Orellana, I admit that after the outward steamer had left I regretted I had not written to Sandy Point - it is always easy to be wise after the event. We did our best to take every precaution, and it is the fault of the F.S.N. that they did not cable to Mr. Sharpe. I must admit that they have done their best in the way of second class accommodation. We got Captain Fiske of the Orellana to take Mrs. Rowlands second class, and people here are more satisfied on this point now.

4. Par. 9. The Audit Certificate of the Cash Book was sent, and it seemed better not to delay sending a complete certificate. Mr. Fiske completed the audit on the 15th., owing to an accident to his hand he had to come to Stanley and remain a few days, which he devoted to the auditing. I shall be glad to know whether you would prefer him to do the whole thing

F.S. COOK Esq.,

Managing Director,

London.



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another year or to limit the audit to the Cash Book.

5. Par.10. I am glad you have sent the rope for the x schooners - the indent which was sent by a subsequent mail will now of course be cancelled. Mr.Morton has informed me that if yellow metal, felt etc., required for the repair of the Fortune, is sent up with her and manifested as ship's stores he got it admitted free of duty. Care must, however, be taken ~~that~~ not to attempt to dispose of any surplus at Monte Video. I cannot say yet whether we shall be able to send her up this winter, as it depends upon how we succeed in collecting produce. So far we are quite up to the average of former years.

6. Par.11. I am now able to enclose report on the Sampson's boiler, which is very satisfactory. The caulking was done well by Atherton, and the only leakage at present is from one of the stays at the back end of the combustion chamber referred to in Mr.Bath's report. Mr.Bath remarks that this new stay may have to be of larger diameter, and thinks we may want a larger tap for this. As his report is so satisfactory, we do not seem likely to have to consider the question of a new boiler for some years at any rate. Mr.Bath considers that we should use more zinc slabs, and has given me sketches providing for no less than 12 in the boiler, all of which are to be attached in a special way to the stays. The engines have been thoroughly overhauled, new brass bushes made and fitted, all the valves re-set, and glands re-packed. They are now running very well, but there is still a good deal of work to be done, both on the boiler and engines. Atherton and his brother are really the only two who are able to do the work, as the local men can only do the rough part. I am afraid I must now ask you to let us have a good lathe - I had hoped that we x should be able to do without it, and refrained from mentioning the matter, as it means a fairly heavy outlay. The lathe in the Smithy is not true, and is therefore only fit for rough ironwork. Chaplin tried to get it right, but could not do so.

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and whenever we have had to turn out an accurate piece of work we have been compelled to beg from W.M. Ships. During the winter when they are not here it is a case of using a file and emery paper, a long operation. I intended asking last mail, but Mr. Allan's indents rather alarmed me. A lathe has been wanted for some years past, but now we have the Samson to keep in order it becomes a real necessity. I propose to give the Engineer about half of the old Cooper's shop, which is not required now. If I give him the whole of it, I fear it will be too large a space, and in that case would become rather a dust heap, for the more room you give to a mechanic, the less chance you have of the place being kept orderly. The remaining half can be kept as a shop in case any coopers' jobs are required to be done in Stanley. I have looked over catalogues of lathes with Attention, and attach notes on separate sheet.

7. Par. 12. McKay has raised his £30 for the Government from some other source in Stanley. Robson is endeavouring to get Mrs. Robson to pay his last year's rent, and I told him that if he succeeded, we would advance this year's, due in May, against his produce. Now that prices are better, it seems to me rather hard to force him to throw up the lease, and we have some prospect of reducing the debt.

8. Par. 18. It is quite true that you had told me that outsiders were to ship on usual clients' terms, provided they shipped all produce by the P.S.N.C. I thereupon communicated with Greenshields and Cameron, but there was no time to receive replies from them before Greenshields' sheepskins were shipped. Until I received an assurance from Mr. Greenshields that all his produce would be shipped by the P.S.N.C. I was not justified in giving him "most favoured nation" treatment; hence the rate of 40/- & 5% on that shipment.

9. Par. 19. The Glenfarg took 400 tons of Glasgow Coal @ 5/6 per ton as ballast, and we propose to do the same for the Emilie - she would have to pay 5/6 or 7/- for stone ballast.

10. Par. 20. I note that you require to know the date of

which a pensioner is paid off. I have written to Darwin asking for this information in the case of T. Goodwin.

10. Par. 22. I have not heard anything yet from Pinto Baste & Co. on the subject of sale of property here.

12. Par. 24. The stock of steam coal is now 700 tons, after supplying H.M.S. "Cambrian" with 600 tons, of which 30 is the balance of last year's stock. H.M.S. "Hesperus" will probably require 100 tons or thereabouts; when the exact quantity is ascertained, we shall know what balance we have of coal imported for the Admiralty.

13. Referring to the subject of the new boiler of the Great Britain, it occurs to me that a point in support of having a fairly good one is that in the event of the F.S.M. sending a coasting steamer we ought to be able to discharge two bales at a time instead of one as at present.

14. I had an interview with Commodore Funnis on the question of coal - he really did not require any at all, having 500 tons on board, but takes the correct view that there is an implied obligation to take the coal which the Admiralty asked us to import. He read me the correspondence he has had with the Admiralty, who are sending out about September next 1000 tons of coal for use of H.M. Ships. The Admiralty have now got their shed, and do not know what to do with it - they must justify its existence somehow and are therefore sending 1000 tons of coal, although, as the Commodore remarked, it would be just as cheap probably for them to continue to purchase from us. At any rate they would do better to store it in our hulks, for it is an absolute waste of labour to put it in the shed at all when it might be stored equally well afloat. Evidently they had not then decided what new arrangement would be made as regards the amalgamation of stations. The Commodore asked me to quote a price for landing their coal and delivering again to H.M. Ships. As the tender is now for 1000 instead of 1500 I felt justified in asking 8/6 per ton instead of 5/6 asked in October for 1500 by Mr. Girling. For re-delivery to H.M. Ships.

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I have asked 8/- if our lighters are used, or 7/3 if Admiralty lighter. After dealing with one cargo we could tell how we stand over it, the tender is for one year only. Mr. Hayes leaves on April 23rd., the dredging of the causer will be continued by his Foreman of Works, Mr. Shires.

15. The P.S.N.C. have written me somewhat fully about the proposed coasting steamer, and Mr. Birrell, Assistant Manager at Valparaiso, wrote a lengthy letter through the Captain of the Orellana on the subject, as he was not able to pass through Stanley himself on his way to Valparaiso. I enclose copies of both; Mr. Birrell's is quite unofficial, and is therefore sent for private information only. I have had to devote a long time to the consideration of the question of itinerary, and think that the one we have compiled is the most practical. You will see that we have kept to the same interval of date as the P.S.N.C. on their two itineraries to facilitate comparison between them. As I am asked to report fully, I have called my remarks "Notes", and send you a copy of the same. I have remarked that before we have steam instead of sail, somebody will have to pay, and the P.S.N.C. have now come to the real point. If a subsidy of £3250 per annum is indispensable, I cannot see the utility of discussing details until this is secured. My own opinion is that there is not the slightest prospect of their getting more than £1500, and shall be much surprised if they get even that. The Colony certainly cannot afford to pay more than it does now for mail service, namely \$2500 for ocean mail and \$400 intercolonial, and as the Governor remarked in December last, the only pretext upon which he can ask for a subsidy from the Imperial Government is that they bring the extra mail from Punta Arenas. This is a very doubtful benefit - at the best we can only receive the extra mail 2 days in advance of the regular steamer. If £1000 a year only were spent on that, it would be cheaper to cable one's mail. As regards homeward mails, we are only in the same position as before. The subject cropped up at my interview with the Com-  
modore.



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more, who told me that the Governor thought a local firm in Sandy Point would take up the service at £1000 a year, (another proof that the P.S.N.'s concessions in freight do not secure his goodwill). I know he is most anxious to see some independent steamer or line of steamers here.

I thought it better to write officially to him about subsidy, and send you a copy of my letter. Up to the present I have not received any reply. - If anything further transpires before the departure of the mail I will embody it in my "Notes", copy of which I have been requested to send to Liverpool and Valparaiso.

16. Atherton's agreement expires on July 20th next. He has expressed his willingness to renew the same indefinitely; six months notice of termination to be given on either side, with passages for himself and family. He asked me if he would get any increase of pay, saying that he had mentioned the matter in London, when the agreement was made. I informed him that the usual term was five years, but that I would mention it to you. I also said that if we have any fairly remunerative towing or salvage work he will not be forgotten.

17. I reported that there was a prospect of the Argentine National transports calling here; the "Review of the River Plate" for March 7th states, however, that it has been decided definitely that they will not call. The article says that want of cargo is the ostensible reason, and surmises that the real reason is the Argentine claim to the Falklands.

18. Mr Moir's agreement expires in July next year, and he has drawn my attention to the fact in a letter, copy of which is enclosed. Mr Allan, in forwarding the letter, says he considers there is a good deal in what Mr Moir says about his duties as purveyor. Mr Moir is a very good servant, and was highly thought of by Mr Mathews, an opinion shared, I believe, by Mr Allan, and the store sales at Darwin have improved since his arrival.

19. Mr Turner, who has been at the West Store for many



7.  
 years now, has told me that he feels that he cannot go through more than another winter, and proposes to retire to England. He will remain until convenient to us, and I think Mr Gorton should be allowed leave before Turner retires. Mr Gorton arrived here in December 1895, and has therefore done over seven years' service, entitling him, I think, to a holiday. He does not wish to be away very long, say, about three months in England, and would return married. In this case he would occupy the house Turner now has and will, so far as we can judge, be able to do the entire work, rendering it unnecessary to replace Turner. I trust the Directors will see their way to treating him generously in the matter of salary during leave, more especially as when he is at home he wishes to see as many of our suppliers as possible, and so gain information that will be useful to the Company afterwards. If I have to await your answer by mail it would be too late for him to go this year, and I therefore propose to allow him to leave here on May 27th, unless I hear from you to the contrary, by your cabling me the word TUEIANG, which will be understood to mean "Do not send Gorton home".

20. The Governor held a meeting of the Executive Council at which the Commodore and myself were invited to be present, to discuss the correspondence between the Colonial Office and yourself on the subject of the seal fishing on the Jason Islands. As Commodore Pinnis spent two years on the Pacific Station patrolling the Behring sea his views carry considerable weight. He had furnished a report to the Governor on the subject, a copy of which may possibly be communicated to you by the Colonial Office. He thinks that it is unlikely that the Canadian sealers raided the Jason Islands, but it is quite possible that pelagic sealing, carried on by them, even though a few hundred miles distant may have considerably injured the rookery. As to the existence of pelagic sealing,

... I pointed out before that the ...  
 ... built for this work. ... says that although ...  
 ... in the Behring Sea are patrolled for ...  
 ... a distance of 80 miles ... seal-  
 ... that ... and make a good profit, although they ...  
 ... are deterred from shooting the seals. I fear, therefore, that ...  
 ... the first statement in Mrs. Hansen's letter of December 31st, ...  
 ... cannot be ... of dead pups on the Rock-  
 ... is no proof that they have been killed there. The mother ...  
 ... in search of food, and if she ... on her ...  
 ... the pup dies from want of food. The Government says ...  
 ... but no hint of assistance to ...  
 ... the ... of the ...  
 ... number of ships on the station ... visits are hardly pos-  
 ... able, and ... the only way of protecting the rock-  
 ... is to have a man living on the island. The Govern-  
 ... might ... Mrs. Hansen to do this by reducing the ...  
 ... from 1/- to 1/2-. The Government seemed to favour the ...  
 ... idea of allowing Mrs. Hansen to take ... as she ...  
 ... thinks fit, abolishing the restriction of 500 annually ...  
 ... this ... of ...  
 ... to ... if ...  
 ... skins ... Mrs. Hansen would contribute only a ...  
 ... small amount; and if good she would afford to pay more. An ...  
 ... the ... of the ...  
 ... Council, which was Executive not Legislative, and I have no ...  
 ... doubt the Colonial Office will communicate some decision to ...  
 ... you later.

21. Adverting to paragraph No. 14, the Commodore has given ...  
 ... us a contract for the landing and re-delivery ...  
 ... H.M. Ships of Admiralty ... on the lines reported. A copy ...  
 ... of the contract is enclosed. He further asked if we would ...  
 ... undertake to attend to the payment of about four men, and ...  
 ... check the coal, oil, and other waste sent out by the Admiralty

(9)

during the eight months in the year that H.M. Ships are not here, so this would obviate the necessity for sending out a Naval Storekeeper, as thought. I therefore sent him a semi-official letter, copy enclosed, saying that we would do this for £50 per annum. All the stores would have to pass through our hands as Agents, and the payment of the ann would be a very small matter.

32. H.M.S. "Cambrian" leaves on the 30th inst for Bahia Mian-on, where she will dock to examine the damage (if any) done by her grounding at Arrow Harbour; it is not, therefore, worth while to send any mail by her. I enclose drafts on the Admiralty for £1500 and £2445:14:8 for amounts owing by the Naval Works and H.M.S. "Cambrian", the latter being for 605 tons of coal and provisions supplied during the current quarter, a total of £3945:14:8.

33. Some of the sailing Captains seemed to think 5% commission on their drafts rather high. A fair proportion of the accounts is for stores supplied by us, and the drafts are at sight on a London house. Do you think it might be reduced to 3% if any further mention is made?

34. Mr Allan sent me a letter from Harbin as to the state of the House Green boiler, which is not reassuring. I attach a copy for your information.

March 31st.

35. The foregoing was written in the hope that the COMNAVANT would have been up to date, and I might have been able to send a mail in advance of the ORVIA. She did not, however, arrive until late on Friday, the 27th, and we commenced loading at once. The Governor permitted her to work on Sunday and no effort has been spared to get her away as quickly as possible. She finished last night and sailed early this morning, the 31st, taking all the produce we had on hand. There will be very little time to spare for the May sales, but I trust she will succeed in getting home in time. I send you duplicate specification and bills of



Exhibitions.Exhibitions. (Originals per "California" March 4th.)

Cashbook No 323.

Accounts of Schooners "Old M. Balboa" & "Florence M. Smith".

Second of Exchange, Drafts Nos 2262, 2269, 2270, 2271, 2272 & 2273.

Stock Sheet 1971. (per Book post)

Store Indents To 313.

Remarks on Stores.

Cancelled Insurance, February.

Mr Allen's Report.

Statement on Accounts.

Specification of shipment per "California".

Exhibitions. (Originals per "Corcovado" March 10th)

Specification & B/L Shipment per "Corcovado".

Originals.

Copy of Stanley Cash Book & Journal for January.

Cash vouchers, East & West Stores.

Copy of Stanley Cash Book & Journal for February.

Cash vouchers, East & West Stores.

Store Indents No. 317.

List of Oraxes required at Darwin.

Remarks on Stores & Replies to Remarks.

First of Exchange on Mr. Tarapaca & Argentians 1d. No. 2274, £ 40: 0:0

do. do. do. 2275, 3: 0:0

do. do. do. Acct. Gen. U. S. Navy. 2276 1300: 0:0

do. do. do. do. 2277 2460:14:8

Sale do. do. U. S. Treasury. 2278 \$500.00

Particulars of Draft No 2272 on Acct. Gen. U. S. Navy.

Audit Certificate. 1902.

Mr. Bain's Reports (2) on Benson's Boiler.

Copy of Letter from A. Harris, re George Green Boiler.

Copy of Letter from Mr. Bain.

Copy of correspondence with Commodore Fittis re landing stores &c.

Copy of Letter from Col. Secretary re Abolishment on Passages.



ENCLOSURES. (continued)Enclosed. Would.

Coasting Insurances for March.

Copy of Mrs Bonner's account to December 31st.

Mr. Allen's Report, March 28th.

Copy of Mr Birrell's letter re Coasting Steamer.

Mr. Harding's Notes on the same.

Copy of letter from F.S.N. Co. Liverpool.

Copy of letter to Col. Secretary re Coasting Steamer.

Copy of Col. Secretary's reply to same.

Copy of letter from Col. Secretary re abatement on passages.

do. to F.S.N. Co. Liverpool.

Shipping Report.

Statement on accounts.

Specifications as follows:-

|        | Wool. | Sheepskins. |
|--------|-------|-------------|
| D.I.   | 302   | 3           |
| W.C.   | 166   |             |
| M.A.   | 78    |             |
| IB     | 167   | 5           |
| H & B  | 27    | 1.5         |
| L      | 4     |             |
| J.E.   | 142   |             |
| D.B.   | 41    | 4           |
| G.I.   |       |             |
| F.     | 216   | 1           |
| H.C.C. | 88    |             |
| S.I.   | 59    | 1           |
| S      | 65    |             |
| J.H.D. | 43    |             |

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VICTORIA

29th. April

03.

Sir,

I wrote last per Oravia on the 1st. April, and have since received per Orana on the 17th. instant your despatch No. 961 of March 18th.

2. 961-2. I have not heard anything further here on the subject of wireless telegraphy, and now that the Admiralty have decided to join the S.E. Coast America Station to West Africa, I doubt if they will contribute anything.

3. Par. 3. The running of the West Falkland mail certainly does cause a loss of time to the schooners - one has to keep a schooner in readiness for the mail, and when a steamer is late, as in the case of the Orana, there is a waste of time; but, nevertheless, we have succeeded fairly well in getting in the mail. As there is no one else to do the work, we must continue, and for the same reason the Government cannot afford, at present, to be high-handed. Until the question of a coasting steamer is settled definitely one way or the other, we must scratch along. For my own part, I doubt much if the project will come to anything, and even if it is started I do not think it will last long. We will try in any case to get the Fortuna up to Monte Video for the necessary repair. So far as I can judge at present, she will have to make four trips after the end of this month, and could not, therefore, leave for Monte Video until about the middle or end of July. The work would, I calculate, entail an absence of about three months, which means that she would be back for work before the end of October.

F.E. Cobb Esq.,

Managing Director,

London.

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4. Far.9. I am allowing Mrs. Ryan to continue to live in the house for the present. I will ask the Governor if anything can be done to assist the family to return home, but doubt if they will move in the matter. We have succeeded in getting his debt reduced, and the total indebtedness at the time of his death was only £ 14. 1. 8. On the whole we have got in most of the Store Accounts owing by our own people.

5. Far.10. The pressing of wool at Port Stephens and Port Edgar is later than usual this year, and I have heard nothing further as to Speedwell Island. At the early part of the season very few had any produce ready; now they have been pressing quickly as the wool market is good, and all want to be attended to at once. As regards rates for shipping, it must certainly appear an anomaly that we should charge so much as 6/9 per ton for shipping wool brought in by outsiders, and be content to accept the same figure for bringing in by our own schooners, at the same time we cannot afford to give up one part of our earnings without a compensating increase in some other way. I cannot now get out any figures as to the actual financial result of the shipping of wool, but I am assured that if we do not lose on it, we make precious little. For near ports we receive 6/9 in all, of which we credit 5/6ths. to the schooner and 1/6th. to shipping; that is to say, for handling the wool out of the schooner into the steamer we get 1/1½ per ton, which is absurd. If the produce is brought in by an outsider we get 6/9 per ton, which, to the sheepfarmer who has to pay it, is also absurd. I should much like to see the intermediate rate suggested by you of 32/- and 5% = 33/7, which would give us 3/7 for shipping, and would, I think, meet the grumblers; but I feel that our gross earnings for the collection of produce are so small that we cannot afford to forego in any direction without adding on somewhere else. At the present time, however, there is no outside schooner except the Richard Williams, and we could, without loss, be very generous in

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making this rate, because nobody is in a position to take advantage of this generosity. I do wish that the double rate paid to the P.S.N.C. could be abolished, and an all-round rate, something like 27/6 substituted. Our usual generosity is exemplified in paying them 30/- per ton on all our own produce - we pay 30/- on ~~North Arm~~ <sup>North Arm</sup> ~~xxxxxxx~~ wool and only 25/- on Bleaker Island, that is, the high rate on 1000 bales as compared with 45 bales which are actually ~~xxxxxxx~~ <sup>nearer</sup> from Stanley than the 1000. Our wool is ready before the others, and we are, therefore, able to give them produce early in the season; for this alone, and the quantity we ship, we should have some reduction, but we pay the highest rate. In the old days when the Company had a great interest in securing a good mail service, this was our indirect contribution towards that end; now the mail service is assured we should have whatever benefit is supposed to accrue from being the largest producers. With regard to Port Howard, you have correctly expressed the idea I had in my mind, namely, that not being regular shippers they should pay higher when making a convenience of the P.S.N. It certainly is no advantage to us to make them pay more, and I am glad that you do not consider it incumbent upon us to continue it. Their Store Account has been a good one, and I am glad to receive your sanction to treat them as favourably as Cameron and Greenshields.

6. Par.11. In sending out Mr. Cameron's rams I thought we might be earning his goodwill. Mr. W.K. Cameron is, I think, well disposed towards us, and but for the fact of his nephew having married C. Williams' daughter would have done his business through us.

7. Par.12. I send a copy of my memorial to the Colonial Office as to the detention of the rams from New Zealand, which is practically the same as the draft I sent you. After sending it to the Governor I had an interview with the Governor and discussed the question, and as usual he was very suave.

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He said that not knowing anything about sheep, he would be delighted to be relieved of any responsibility, but could not in view of the Ordinance divest himself of this especially where the welfare of the sheepfarming body was affected. Of course, he was talking through his hat in saying this, as I knew that he had not taken the Stock Inspector's opinion at all. I said that I was under the impression that the object of entrusting power at the end of the ordinance to the Governor in Council was to constitute the Executive Council as a Court of Appeal in case the Inspector of Stock was manifestly biased or acting against the interest of the Colony, and not that the Executive Council should be the actual administrators of the Ordinance. As to the Quarantine Ground, I reminded him that I had said at the time that the waste land near the Cemetery would be the most suitable spot - he replied that he would not object to making that the Quarantine Ground now if the farmers wished it, and would suggest fencing in all round the Cemetery. But a considerable amount has already been spent on the fencing and wire netting of the brickfield, and a shed with a dip has been constructed there as well. The expense of fencing all round the Cemetery and removing the shed and dip to that ground would be very heavy indeed, and like the Brickfield would have to be paid for from the Seab Fund. For 10 or 15 years the Brickfield is all right, and as we are not likely to import any large number again for some time, it seems hardly worth while to go to the expense of altering the ground.

8. Par.13. Mr.Allan has got through the Goose Green season all right with Sarney, but there are only 130 Casks of Tallow. Mr.Allan wants more shocks for Sarney to go on with during the winter, and I think we must indent for more. I hope we shall be able to do without a cooper from home - even if we did lose about 20 bundles of shocks in the year, it would be a saving in not having to pay the high wages.

9. Par.14. I note that in the case of a cargo-boat going



to London you wish the number of bales of sheepskins and casks of tallow cabled. We were able to send, by the GRAVIA, a duplicate of the specification of shipment per CORCOVADO which would place you in possession of the details some time before her arrival. I will carry out your suggestion as to sending a circular to the clients as to separate specifications of all produce.

10. Par.15. I find I cannot answer the question as to the number of sheepskins without referring to Mr Allan, there being no record here in Stanley in the letters from Mr Mathews and Mr Allan of the actual number of sheep tried out in 1902. Whenever the skins of the Goose Creek autumn killing are shipped before November I will inform you of the fact.

11. Par.16. We had our usual 10% discount off the tariff fares for the passages of the Buenos Aires shearers, but even this reduced fare, namely £4:10:0, is a very high price for a three days steerage passage. The fares all round from Monte Video are monstrous, namely £16, £10, and £5 respectively for single fares.

12. Par.17. I am glad to have the statement giving particulars of all our insurances, and shall have time this winter to get out some details of the values of goods stored in the different warehouses and hulks.

13. Par.18. The delay in completing the report on the SAMSON'S boiler and engines was due to the fact that Mr Bath, the Staff Engineer of H.M.S. "GAMBRIAN" desired to see certain repairs carried out before filling in his report. The engines cannot have been taken down and overhauled for some years, and the auxiliary feed pump, I should imagine, had not been taken down since the tug was built. I do not know how we can draw the propeller shaft to examine or replace the stern bush, which is considerably worn. Mr Bath thinks that this cannot go much longer, and that we ought to fit the spare one sent out. The tides here are rarely good enough, and the work would, I fear,

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occupy two tides.

14. Pars. 19 & 22. I did not refer the question of the storm trysail to Captain Thomas. The proposal to convert it into a foresail was Rowlands's entirely, and we could not possibly have done anything here as we have no canvas of the same quality,-- hence I did not mention it to Captain Thomas at all. We have received the metal for the FORTUNA,-- do you think we should go to the expense of the strengthening knees which were the subject of correspondence with Camper & Nicholson Ltd in 1897? I enclose the copy of their letter and a sketch, for easy reference, and should like to have them back.

15. I have received the Crown Grant of our recently completed purchase of 27,128 acres of land. The Grant, as usual, defines it as being "more particularly described as to metes and bounds overleaf, and in the official chart signed R. Hudson". The description of the boundaries is, I think, alright, as I went over with the Governor, your correspondence with the Colonial Office, January to March 1892. As however the official chart is referred to I thought it might be as well to have a tracing of it on record with the Grant, and am endeavouring to get this done by the Navigating Lieutenant of H.M.S. "NYMPHE" which is still here. If there is sufficient room the copy of the chart will be sketched on the back of the Grant itself, and when completed I will forward it to you.

16. Martin Johnson, the late foreman carpenter, and lessee of the Stanley Arms, has decided to settle in Patagonia. He is disposing of his interest in the Stanley Arms and I have agreed to transfer the Lease to E. Rutter, who has had the Ship Hotel and is a very satisfactory tenant. At present he is carrying on both places,-- if you will not allow Arthur Siggs to remain on as foreman carpenter I propose to let him have the Ship Hotel as, if he can avoid it, he very naturally does not care to remain in the shop to work as an ordinary carpenter with the men he has been supervising. If he remains foreman I shall have to find someone as tenant for the Ship Hotel,-- at present

7.

I do not know of anyone to whom I should care to give a lease, and should be glad to know if you would approve of Rutter & holding the lease of both houses. He is very steady and would I know, look well after both places and, provided the Licensing authorities will grant him the two licences, I trust you will not object.

17. Letter of March 20th. This correspondence clears up a mystery that we have for a long time tried to unravel. We have had for months in the Great Britain a bale of sheepskins with the mark quite obliterated, and have endeavoured to trace to whom it belonged, - the bale was first brought to notice in June last. I had had it marked F No. 1 and intended sending it home to be sold separately. When Mr Packe's lot of 17 bales turned out one short we concluded that this must be his, but a subsequent mail brought an account sale for one, which settled the matter. It is quite evident that the one now on hand is his, and it will be marked S and shipped home with his next lot. I will inform him of the error.

18. Mr Anson, who is at present in Stanley, complains bitterly of the extra freight charged to the Chartres station. I had a long talk with him and pointed out that it is not so much the danger at Chartres River as the delay to the schooners, caused by not being able to work. I shewed him the Table you sent of the schooners' profits, and informed him that I did not see how, in the face of that, he could expect us to reduce our charges. If the steam project comes off I assume there will be no reason for continuing to charge him the extra 10/. I promised to mention the matter to you.

19. I enclose correspondence with the Colonial Treasurer which deals with our arrangements as to remittances. The question arose in this way, - McLauchlen wrote me that he had decided not to return to the Falklands, and asked me to withdraw his Savings Bank deposit, and sell his house. The withdrawal of £250 is on his account, and the £180 on account of the purchaser of the house, and I requested the Colonial

8.

Treasurer to give a draft on the Crown Agents for the two. He declines, as they have enough cash with which to pay it, and the result will be that later on, we shall have much more cash than we want. The last half of his letter is untrue, or, as I have called it, disingenuous. When we have to pay rents or Customs Duties I send him cheques, which he holds until the end of the month, and returns us against the \$1000 remittance. Or, he receives cheques from the West for Savings Bank deposits which are treated in the same way. I am quite sure that he has never "cash'd" a cheque of ours; in fact no one would ever dream of going to him for such a purpose. All along the Government have had the best of the bargain, which they interpret entirely to their own advantage.

20. T. Goodwin received pay up to and including December 31st. last, W. Bethune up to March 28th. and S. Middleton up to April 25th. Middleton wanted to know if he could have second class passages as he had in 1873 when he went home. I said I knew nothing about this, and all others had had third class only unless specially granted under the Agreement.

21. The Mailie arrived on the 17th., the same day as the Oceana, and we were consequently not able to do much until the 21st. instant. Since that date the discharge of cargo has been proceeding rapidly, and she is now alongside discharging coal and bricks. The cargo is turning out in fair order - the beer has suffered slightly, but nothing like as bad as in the case of the Annie. Six casks arrived with heads burst, one empty, three half empty, the other two contents undamaged. The stowing was all right. We will send report on the cargo when all has been discharged.

22. I have had some correspondence, copy enclosed, with the Collector of Customs as to the landing of cargo. I have endeavoured to find some acknowledgment by the Government of our right to land our own cargo at our own jetties, but have not discovered any letter specifically admitting this right.



We have more than once stated it on paper, once in your letter to the Colonial Office of February 12th 1897, and it has never been contradicted; the Governor once admitted it in conversation. Have you ever received any letter from the Colonial Office granting us this right? If so I should like to have a copy. I want to get the details of the complaints which the collector of Customs alludes to, and shall have no difficulty in knocking the bottom out of them.

23. F.M.S. "Mynda" leaves here on about the 8th proximo. She will take about 110 tons of coal, - the exact quantity is not certain, and I will report the quantity left on hand by the mail which she will take.

24. I have searched the correspondence with Darwin to endeavour to trace whether the record of Middleton's service has been sent. I fear that it has not, and am asking Mr Allan to have it made out and sent to you.

25. Mr Bernard Stickney writes by the West Falkland mail, received to-day, "Please instruct the F.I. Co. in London to take £1600, one thousand six hundred pounds, out of the net proceeds to meet their account current on December 31st 1903. I think the produce will bring the above amount, and I am in hopes that £1600 will give us a clean sheet. I have a very strong objection to having balances left on hand and carried forward against us when we have the money to pay off such balances".

26. Since writing my paragraph No. 10 I see from Mr Allan's stock returns this mail that the killing at Goose Green was 25,836 in 1902. The skins from Goose Green for the last three years have therefore been shipped as follows:- Autumn Killing 1903, represented 264 bales and were shipped per "Samoa" in May 1901. Autumn Killing 1901, 266 bales; shipped:-

per Orissa July 1901 20 bales.

" Inca October " 112 "

" Orissa February/02 129 "

266 "

The first two lots of 137 bales were dried in the sheds and



19.

shipped early. Autumn Killing 1902, - 282 bales; shipped:- 100 bales (9818 skins) per ORVILLE, June 1902, and 180 Bales (16762 skins) per CROFESSA in December 1902.

As you surmise, therefore, the 9818 skins were dried in the shed and shipped early. I notice that Mr Allen in his report this mail mentions that he will not have many skins dried in the shed and this year's receipts for proceeds of skins will, consequently, be lower than usual.

29. I fear I am drawing on you very heavily by this mail, but as I understand that the financial position is much improved this will probably not cause any inconvenience.

I am,

Sir,

Your obedient servant,

DUPLICATES. (Originals per GRAVIA April 1st)

Despatch No 224.

Copy of Stanley Cash Book and Journal for January.

do.

do.

do.

February.

Store Indents No 317

List of Stores required at Darwin.

Remarks on Stores and Replies to Remarks.

Second of Exchange No 2274 on Bank of Tarapaca Ltd.

do.

2275

do.

do.

2276

Acct. Gen. H.M. Navy.

do.

2277

do.

Particulars of Draft No 2277 on Acct. Gen. H.M. Navy.

Coasting Insurances for March.

Mr Allen's Report, March 28th.

Notes on proposed Coasting Steamer.

Statement on Accounts.

Specification of Shipment per GRAVIA.

|                  |       |        |
|------------------|-------|--------|
| Specifications:- | Wool. | Skins. |
| D.H.             | 303   | 3      |
| W.C.             | 166   |        |
| N.A.             | 75    |        |

ORIGINALS.

Copy of Stanley Cash Book and Journal for March.

Cash Vouchers, East & West Stores.

Stanley Ledger Balances, March 31st.

Store Indents, No. 318.

Remarks on Stores, and Replies to Remarks.

First of Exchange No. 2280 on S.A. Missionary Society.

Mr. William Stickney's Cheque on Lond. City & Mid. Bk. Ltd. \$50.

Two copies of S.A. Missionary Society Account to 31st March.

Insurance of Produce, Returns Nos 42 & 43.

Coasting Insurances for April.

Stanley Wages Return, Quarter ending 31st March.

Continued.

ENCLOSURES.- Continued.

Camp Wagon Return, quarter ending March 31st.

Mr. Allen's report April 24th. and enclosures

Copy of letter from Camper & Nicholson re Fortune

Copy of correspondence re Bethune's Savings Bank withdrawal, and draft

on Crown Agents for \$5.13. 1

Copy of Memorial to Secretary of State re Live Stock Ordinance (2)

Copy of correspondence re Remittances

Copy of correspondence re Cargo

Shipping Report

Remarks on Accounts and Replies to Remarks

Statement on Accounts

Specifications:-

|        | Wool | Skins | Hair |
|--------|------|-------|------|
| J.B.   | 47   | 4     | 1    |
| D.H.   | 119  | 4     |      |
| %      | 114  |       |      |
| F.B.   | 83   | 1     |      |
| T.R.   | 113  | 3     |      |
| J.H.B. | 86   |       |      |
|        | 131  | 17    |      |
|        | 34   |       |      |
| W.Pell | 41   | 5     |      |
|        | 215  | 8     |      |

826

1. DATE \_\_\_\_\_

1000 ft.

03.

1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

I wrote you last per Victoria, which left on April 30th. She took all the produce we had with the exception of 48 bales of Mr. Fache's wool - he was not keen on so small a lot going, and it was touch and go whether the steamer could sail that night. She was just in time to go through the Narrows before dark, and it was well that she was away for it blew a heavy gale that night. The Fortune had bad luck, and returned from Boy Cove just the day after the Victoria left.

2. I am sending you the weights for the last of our wool for this season - the numbers are, D.I.588, S.A.708, W.C.441. I will try and get the balance away by the Liguria, but it is doubtful if I can manage North Arm. The Horset will now go to Darwin for the balance there, and will bring in the Yallow, which I hope to ship by the Liguria.

8. I have received particulars of Middleton's services from Dr. Allen.

Entered 1901 January 18th. 1893 - 1898 © \$45 to \$60

1878 - 1884 4,200

1984 - APRIL 25th, 1903 @ 27

4. Mr. Allen confirms the surmise that the 100 bales of sheepskins shipped last year were dried over the boiler at Greeny Green.

3. U.S.S. "Symphonie" has taken 110 tons of coal; the total taken by U.S. ships out of the stock imported for them this season is therefore 676 tons, leaving a balance of 324. We have now on hand altogether 535 tons.

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Yours obedient servant,

Environ. Monit. Assess. 158:41–49, 2004.

Managerial Director,  
London.

ENCLOSURES.

DUPPLICATES. (Originals per Victoria, April 30th. 1903.)

Despatch No. 226

Stanley Cash Book and Journal, March.

Stanley Ledger Balances, March 31st.

Store Invents No. 315

Remarks on Stores and Replies to Remarks

Second of Exchange No. 2280 on S.A.M. Society for £ 63. 3. 4

Cash of S.A.M. Society's account to April 30th.

Insurance on Produce Returns Nos. 42/43

Coasting Insurance for April

Stanley Vages Return, March 31st.

Mr. Allen's report

Remarks on Accounts

Statement on Accounts

Letter to Mr. Cobb, April 30th.

Specification and Bills of Lading per Victoria.

ORIGINALS.

Draft No. 2283 on A.G., H.M. Navy for £387. 6. 8

Receipts of above draft

Drawn Draft No. 350 and tracing

Specifications:-

|         | Wool. | Skins. |
|---------|-------|--------|
| D.K.    | 13    | 3      |
| S.A.    | 9     |        |
| H       | 6     |        |
| L       | 350   | 14     |
| Goodwin | 1     |        |
| E       | 68    | 6      |



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Liguria.

May 27th.

03.

Sir,

I wrote last per H.M.S. "Nymphé" which left on the 6th. inst., and have since received your despatches Nos. 962/1 and telegram "Barry".

2. 962-2. We must keep a somewhat larger stock of groceries on hand to meet clients' requirements - the stock of steam coal also was heavy, as there were no sales to H.M. Ships before 1903.. I cannot help the delay in the report of the Hanson - either we must have a cursory survey by a F.S.M.C. Engineer, which is very unsatisfactory, or await the arrival of one of H.M. Ships. Mr. Garling's account, to which you draw attention, will be set right very shortly by a payment in London - the indebtedness has decreased. I have said more than once that I have discussed Dr. Jameson's account with him; as he has no other resources, he cannot do more than reduce the account gradually. Captain Willis has not yet returned to the Colony - Mrs. Willis has paid a little off the account. The reduction of the value of unsaleable goods at North Arm to nil is the result of an arrangement made some years ago. The Storekeeper having reported that he had a lot of goods on hand which were unsaleable at the invoiced prices, was instructed to make a separate list of these, and to sell for what he could. Separate lists were made out annually and you may see from the Stock Returns that the values at the end of the years 1899 - 1902 were £280, £184, £135, and £99 respectively. Deductions of 25%, 50%, 75% and 100% were made every year from these values in order to gradually lessen the amounts, the Storekeeper in the meantime disposing of some of the goods for what he could get. The theory was that in the course of four

F.B. Cobb Esq.,

Managing Director,  
London.

2.

Years he would be able to sell what was unsaleable at reduced prices, and what was left on hand at the end of that time would be practically valueless. You have always said that the value entered as stores on hand should represent the value of goods, and that stores overvalued should not be treated as an asset. The statement that the practice of having sales as in English shops had never been tried in Stanley is incorrect; there were certainly three to my knowledge in Mr. Baillon's time, and we had a sale before I left for England. These sales are not the success they are at home - to begin with, we do not collect dead stock sufficiently rapidly to furnish enough material to make a sale, and when you have exposed goods for sale for 6 months people are sick of the sight of them and won't purchase at any price. It is quite a different matter in London, where the visitors to the shops are different every day. Here they are the same year after year. We were successful in making up parcels of rubbish at 3/6 each - people did not know what was inside and we got rid of a lot that way, and just a month ago we have an auction of what was left realising \$45 odd. The Board may now be certain that no old drapery remains on hand. I have gone over the list of Consumption Stores on hand at Darwin, and do not find that I have entered any Building materials. Oakum is for the cutter, 3" Pitch Pine for the Wood Boxes, 1" boards for heads of caske, White Lead and Red Oxide for Goose Green machinery. If there are any other items which seem to be wrongly classified, I think they can be explained. The palings were sent out either for pens, garden fences or for sheep fences, all invoiced to Buildings. When palings are used for any other purpose than garden fences they are charged to the proper account. I do not quite understand the last four lines of this paragraph. When a store account is higher than usual, I am expected to explain the reason, and it seemed to me that to say that the account represented Building material would be sufficient. If, for instance, a man wishes to put up a fence, or build a small lean-to, he may want \$40 worth

3.

of material. His account in the ordinary way may be £5, and a jump to \$45 demands an explanation. I have thought it sufficient to say building material, but we do not let anybody and everybody have it for the mere asking, always taking care not to give credit unless we think it safe. If the material runs into \$100 we generally have a mortgage, supplemented by Fire Insurance.

3. Par.3. Five of the Canadian sealers have returned with fresh catches. The "Ola M. Balcom" with 1514 skins, the "Beatrice L. Corkum" with 2234, the "Florence M. Smith" with 1002, the "M. B. Marvin" with 1000, and the "Leslie L." with , all of which will be shipped by the P.S.N.C. as before. The "Florence M. Smith" is ordered to return to Halifax, the others remain here for about three months.

4. Par.4. I note all you have written as to the Foreman Carpenter. The allusion to Mr. Allan's appointment is hardly intended to be a serious comparison, I assume, seeing that he has the absolute control of 140 men, whereas the Foreman Carpenter merely supervises 8 at the outside, and works under the orders of the Manager. No step taken by me in appointing a man to a vacancy is irrevocable, for the Directors have of course to approve, and in any case a man can be given three months' notice. I must ask one thing in the appointment of the new foreman - that he will be informed that the cost of living in Stanley is from 25% to 33% higher than in England, and the cost of furniture quite 50% more, and more especially if he has not sufficient money to set up housekeeping, he should be told distinctly how much credit he will be allowed. Every year attention is drawn to the indebtedness of our employees, which I have reported more than once arises from the cost of settling down here. A man must either have a little money with which to purchase furniture, or must borrow, or must run into debt at the Stores. If he has not a comfortable home to go to he will go to pothouses. Of the last two appointments, Captain Thomas had money of his own - Dick's case I anticipated

4.

myself. Being a Blacksmith, I thought of his two predecessors, and took the risk of offering Ogilvie £30 for his furniture and household requisites, instead of letting them go at auction. This he accepted, and I offered the whole to Dick, taking £2 a month in payment - I have not yet been paid all my outlay, which please understand was personal, but I have the satisfaction of not having to answer remarks on the state of his account, which must inevitably have been the case if he had been compelled to purchase new goods at a cost of at the very least £50.

5. Par. 8. I understand that a special circular despatch has been sent out from the Colonial Office to the effect that no Government Official is allowed to connect himself with trade; this would give a good opportunity for the small storekeepers to send in their protest. The Dean's letter in the Magazine is very absurd and the allusions to Mrs. Ryan, who had just lost her husband, a Catholic, is somewhat questionable taste.

6. Par. 9. I am glad to hear that we might expect the new boiler for the Great Britain shortly - the freight is most reasonable.

7. 11. (par.). I have not been able to get any information from Turner as to the profits of working Pitaluga's station, but will try and get the books from him. The mortgage was originally £6,000 @ 6%, and £1,000 was repaid in 1894. It is quite possible that Mrs. W. Bonner would find a purchaser for her share as soon as the brothers have definitely declined it; I learn now from A. Pitaluga that he has borrowed money on his house in Stanley to pay Mrs. Bonner some hundreds down in order to avoid letting anyone else getting her share. Provided that wool does not fall again, I think the account would stand the payment of £150 a year to pay her off.

8. Par. 13. I am glad to have the account of the history of the Darwin Church, and will send a resume to the Government.

9. Par. 14. I had a letter from the Rev. Mr. Snellman about Carlson, who is at present mate of the Fair Rosamond. I have



5.

Sgt. Carlson to write a letter to his friends and have sent the same to Mr. Snellman.

10. Par. 15. I will write round the Islands informing all sheepfarmers that there might be an opportunity towards the end of the year of importing rams direct from New Zealand. We might at the same time import some hay and some flour as we did by the Mamari. When I mentioned that I thought that the freight on rams per Rangatira was high, I was comparing the rate with what I thought was charged per Mamari, which I could not at the time recollect. I have since found the papers, including the freight list which was obtained from the Captain. From this enclosed copy you will see that the freight per sheep by that vessel was 25/- and 10% = 27/6, or less than half the charge per Rangatira. I know, of course, that by giving the Mamari other inward freight and an outward freight on 125 bales of Sheepskins we gave some inducement to a lower rate - the total freight, however, did not exceed \$500, which was \$200 less than the amount earned by the Rangatira. The Rangatira was despatched in five hours, against the Mamari 36 hours. Should we have a vessel direct, I should like her to arrive about the first week in November, as this will allow for quarantine and for despatching the various lots to their destinations before the commencement of shearing.

11. Par. 17. I will make it as public as possible that cheques drawn on Stanley are not payable in London. Shall I put a notice in the Magazine to that effect?

12. Despatch No. 555. The Crown Grant was forwarded to you per H.M.S. "Nymphé" - I think the description of the boundaries will be found accurate. The tracing of the Official Chart of Record will place everything beyond a doubt. The Governor wrote me as to the freehold on, I think, Section 23, and I sent you his letter in original per H.M.S. "Nymphé". Since then, Mr. Packe informs that there was an exchange of leaseholds between Captain Packe and the Company, but the Crown Grants of the compulsory purchases were not transferred. Should not



6.

this now be done?

13. 960-22. I received by last mail a letter from Messrs. C. Mahony and Amaral, Lisbon, asking for information as to the estate of the late Manuel Pereira. They mentioned that Messrs. E. Pinto Basto had given them your address, and that they had written to you.

14. Mr. Allen thinks that we had better have the usual shearing gang down from Buenos Aires for next season, and I am writing to Mr. Owen that he should, if possible, procure men who will shear without tying down. I doubt much if he can get them, but in any case we will have a stipulation that not more than two sheep per man at a time are to be kept tied down.

15. The discharge of the Emilia is now concluded, and she will leave for Port Howard in the course of a day or two. I enclose copy of correspondence with Captain Warner on the subject of demurrage, and also of ballast. He absolutely refused to take Glengowan coal, and informed me that Mr. Mathews supported him in this refusal, saying that he ought not to put wool on top. He has purchased stone ballast, and I must leave it to you to settle as to whether we pay any proportion of the cost.

16. Mr. Packs has sent me his Reports and Contracts of wool per Antisana last year, pointing out that 10 bales were sold as tallow damaged and 3 as sea damaged, and asks whether any insurance has been recovered on these. I return also the Account Sale of 1 bale of Sheepskins, supposed to have been short shipped per Antisana, which formed the subject of your correspondence with the P.S.E.C.

17. The stock of steam coal on hand is 505 tons; since the last report the Sissie has been running continuously for Mr. Hayes, and the Naval Works have required coal for working their steam cranes. Should the coal purchased by them be <sup>from</sup> considered as having been purchased ~~by~~ the Admiralty stock, and at the contract price?

7.

18. 932-12. Cook's cases of drapery goods by the California turned out all right; as they were sent by rail this time it seems likely that we are right in thinking that pilfering is done on board the coasting steamers. We used to find that cases per "Graceful" suffered most - we now find those per "Truthful" seem to be tampered with. Mr. Gorton will, however, be able to explain all this verbally.

19. Mr. Hayes leaves by this mail, Mr. Shire, Foreman of Works, remaining with a small staff to complete the dredging of the coaling chamber, and to fix up the new Rifle Range, which the Admiralty have definitely decided is to be proceeded with.

20. The operations of the Bakery last season resulted in a nett profit of £173, which is, I think, very satisfactory as we lowered the price of bread by  $\frac{1}{4}$ d. In addition to this the Store receives the usual profit on the flour used.

21. Since writing my paragraph 3, two more sealing schooners have arrived, making a total of seven in port. The total catch is about 10,400 skins.

22. We have not been able to get in the Port Stephens and Beaver Island wool, but this with some from Weddell Island will be brought in before the next mail. Owing to the California arriving two days late, Rowlands was not able to get away with the West Falkland mail until May 19th. I had hoped that in addition to Messrs. Baillon & Stickney's 140 bales from Fox Bay, he would have been able to call at Port Stephens before returning to Port Stanley with the return mail; but, owing to the danger of being wind bound in Port Stephens and missing the mail, Rowlands ran up to Camerons to fill up. He really made a splendid trip; left Stanley on May 19th, and returned on the 24th., earning £30 for taking the mails, £12 in passages, and freight on 250 bales of produce.

23. Mr. Girling is sending his elder son to school at home. I assumed that the Directors would have no objection to paying this passage a year in advance, on the understanding that should

8.

the Company for any reason become relieved of the liability for the passage, Mr. Girling will refund the cost.

24. As I have not received telegraphic instructions to the contrary, Mr. Gorton leaves by this mail. He does not ask to be allowed to remain in England for more than three months, making a total absence from the Colony of five months after  $7\frac{1}{2}$  years absence. I should like to mention that all this time Mr. Gorton's holidays in the Colony have barely averaged one week for each year of ~~absent~~ service, and I hope, therefore, that the Directors will give him this holiday on full salary. I have no hesitation in urging this, as I consider Mr. Gorton's services have been very valuable - the Store work is now carried in a much more up-to-date method and the results as shown by last year's return appear to me to be very good. Mr. Gorton did not receive any extra remuneration for the heavy work connected with the Samoa's cargo, which produced a good profit to the Company; I should like to mention in connection with the Samoa that we have heard nothing further from Mr. ~~Surise~~ as to his claim on account of the wire. As Mr. Gorton took him down in the hold of the vessel to see it for himself, I presume he realises that the claim cannot stand.

25. I should be glad if you would send out by steamer say 50 bags of coal in bags similar to the 150 tons shipped per Gravia for the Colonial Government. The P.S.N.C. would, I assume, ship it at the same favourable rate, if the coal is sent when the steamer is not very full; that is to say, we might leave it to them to choose an opportunity convenient to themselves. We might in fact have a couple of shipments like this, as we shall shortly have to provide coal for Darwin, and we find the coal in bags very convenient for supplying clients on the West. We save the handling into the shed and handling in and out of the schooner.

26. The German 4 masted Barque "Niobe", Captain Fettjuch, 72 days out from Antwerp to Seattle, with cargo of cement and iron, was sighted on the 16th. instant, signalling for a pilot.

Captain Thomas went out to her in the Samson, and offered a tow which was declined. The pilot was put on board with considerable difficulty, and the next day the Niobe anchored just inside the entrance to Port William. The weather continued to be boisterous, and on the afternoon of the 18th. she signalled asking for a tow. The Samson went out next day, could not tow her against the strong wind blowing and arranged to be out at daybreak on the 20th.; the price agreed upon being £100 for towing in and £40 out. She was towed in on the 20th. She had encountered a sea off Staten Island, which damaged her bulwarks and stanchions, see report of survey enclosed. The Captain decided to begin work without delay, and I hope to arrange a contract for the repairs with him. I estimate that £1,000 will cover all disbursements, and that the repairs will be completed by the end of June. Captain Fettjuch, whom you may remember when in command of the "Schiller" repaired in 1880, wished to discuss by letters the terms upon which money would be advanced, and I enclose a copy of the correspondence.

27. I think that we shall be able to send the Fortuna to Monte Video for repairs by about the middle of July. You are aware that Captain Thomas is now the only certificated master in the Falklands, and I assume that he will have to go up with the schooner. I do not like the idea of his being away for so long as 2½ to 3 months as, in the event of a ship requiring to be towed in, there is no one else here to whom I should care to entrust the charge of the Samson outside Port William. I, therefore, propose to instruct him to return here, if possible, by the steamer leaving Monte Video on the 1st. August, and would ask you to let me know whether Rowlands can be allowed to bring her back to the Falklands, or if I should send Captain Thomas to Monte Video later to do this. I understand from Captain Rowlands that the underwriters consider him capable of navigating between South Shetlands and Bahia Blanca. If this is so, I thought you might get them to agree to his bringing the schooner back, and thus save the expense of sending Captain



10.

I Thomas back again to bring her down. Rowlands can take sight and there is probably less risk on the voyage to the Plate than coasting round these Islands. I assume that on the Samson's insurance policy Captain Thomas is entered as Master; if I had to send the tug outside Port William in the charge of any other person I do not know whether this would affect the insurance, if an accident happened. I had thought, as alternative, that Captain Thomas might take the Fortuna, leaving Rowlands here, but I think the latter ought to superintend the repairs himself. As regards disbursements, will you extend Mr. Morton's credit with the London & River Plate Bank, or make whatever arrangements you consider desirable.

28. I received by the California a letter from Messrs. Wilson Sons & Co., informing me that on the 6th. instant Mr. Sharpe had wired requesting them to advise me that the Antisana would call at Stanley about the 25th. May to receive 1000 bales of wool, and that the Liguria would take the balance. Up to the moment of writing (27th.), there is no sign of the Antisana, and the Liguria is due, so that we may have two homeward bound steamers at once. The delay may be due to a stevedore strike at Valparaiso, of which I had information from Wilson's. We discharged 250 bales from the Fortuna into lighters in order that both steamers might load at the same time should they happen to arrive together.

I am,

Sir,

Your obedient servant,



ENCLOSURES

BY DRAFTER (Originals for U.S.S. "Dybbuk", May 6th. 1906).

Receipt No. 226

Draft No. 2263 on A.G.N.M. Bank for \$387. 4. 3

Particulars of above draft

Statement on Accounts

ORIGINALS

Copy of Stanley Cash Book for April

" " Journal "

Cash Vouchers East and West Store

Store Under No. 319

Remarks on Stores and Replies to Remarks

Copy of return to U.S. Marine and M. Pinto East & Co.  
Bills of Exchange No. 2263 on U.S. Marine & Co. for \$193.18. 3

Copy Surveyor's report Barque "Niobe"

Baroque "Florence M. Niobe" Accounts

Copy of correspondence with Captain of "Niobe"

" " "Niobe"

Mr. Van Fossen's account sales and reports wool and skins

Mr. Allen's report May 22nd. and enclosures.

Copy of Freight List S.S. "Marine"

Statement on Accounts

Letter for Dr. Levy

| Specifications:- | Wool. | Skins. | Tallow. |
|------------------|-------|--------|---------|
| B.               | 43    |        |         |
| J.M.B.           | 43    |        |         |
| J.V.             |       | 2      |         |
| K                | 36    | 5      |         |
| F.I.B.           |       |        | 101     |
| J.B.             |       |        | 44      |
| H.C.C.           |       |        | 9       |
| J.E.             | 22    | 1      |         |

828

Liguria.

2nd June

03.

Sir,

The Liguria arrived yesterday afternoon at 3.30 p.m., having been delayed three days at Valparaiso owing to strikes, and two days owing to bad weather. I have received your telegram THURSDAY ENGLAND.

2. The schooners "Florence M. Smith" and "E. B. Harvin" left for Halifax on the 28th and 30th inst. ult. - I enclose copy of their accounts and drafts on Messrs. C. M. Lamson & Co. for \$193.19. 3 and \$132. 3.10 respectively. The "Saint Clair" with a further 325 sealions arrived on the 29th ult.

3. I am glad to be able to report that I have arranged a contract for the repairs to the Niobe for \$375, and enclose a copy of the correspondence with the Captain. It was impossible to arrive at a figure until a certain amount of clearing away had been done, and the real extent of the necessary work ascertained. You will see from the Report of Survey that the surveyors could not tell how many rivets were broken, and were only able to say that they were apparently broken. After a few days' work of clearing we were able to come to an arrangement. I hope the work will be finished and the ship away before the end of June, and shall then be able to report on the results of the contract. We very nearly had another serious accident - in striking at one of the rivets the head of the chisel flew off and struck T. Jones just below the eye; an inch higher would have smashed it the piece of steel being quite a cubic inch. Fortunately the eye is not injured and he resumed work after a couple of days.

4. As already reported, the Captain of the Emilie has taken

F. E. Cobb Esq.,

Managing Director,  
London.

2.

in stone ballast, and I understand that after discharge in London the vessel proceeds to Amsterdam in ballast. The cost of the stone ballast will be charged in the account - if the Charterers pay for this, & the ballast will be their property, and the ship would no doubt be glad to re-purchase it in London without discharging it. She is taking about 8 tons of cargo from Stanley to Port Howard, the usual coasting freight on this being 15/- per ton, or £8. I do not think that under the Charter Party Port Howard Station is entitled to have these goods carried free, for Spearing and Waldron's sub-charter entitles them to have only London goods carried to Port Howard. The ship has loaded a full cargo in London, and this extra freight is therefore clearly work in addition to that contracted for, and the ship having had the extra work of loading and discharging it would be entitled to the freight. Although Cambridge and ourselves have chartered for a lump sum, I do not think that we have any claim to it. The Captain asked if he might take home some iron pumps (ex "John A. Kelly") for Charles Williams - I said that after all outward cargo for Stanley was discharged, the vessel was at Spearing and Waldron's disposal, and I could only warn him against taking in cargo here that would shut out any from Port Howard.

3. Owing to the lateness of the mail, I have been able to go over insurances, and enclose notes suggesting certain alterations and amendments. My alterations will increase the insurance on stores in Stanley from £34,000 to £36,800 and will now include the Wood Shed at the East Jetty. I would be glad to know if the oil in the small separated sheds at both stores is covered by insurances. Will you let me know if outward goods are insured until landed; that is to say, are we covered if one of the lighters happened to sink before goods are landed on to the jetty?

4. I have cabled to you FEDERAL BROS VISBOURG BREMEN  
Barry London  
WARRIOR, CIGUUA, ROLICO

ENCLOSURES:-

Wool Indent No. 110

First of Exchange No. 1286 on Messrs. C. M. Lamson & Co.,  
for £ 338. 6.10

Statement "F. J. Marvin" Accounts

Notes on Insurance Policies

Copy of correspondence re Contract on Hides

Copy of letter to F. S. M. C., Liverpool.

Shipping Report

Statement on Accounts

Specifications:-

|      | Wool. | Skins. | Hides. |
|------|-------|--------|--------|
| 2    | 15    | 13     | 177    |
| 10.5 | 45    | 3      |        |

Please Copy F. S. M. C. Accounts

Specification & Bill of Lading per Liguria.

229

ANTISANA.

June 4th

93.

Sir,

This vessel arrived late on the evening of the 2nd instant, and is taking all produce on hand. Captain MacPherson thinks it probable that he will be instructed to go to London, and I have therefore telegraphed the quantities of wool, sheep-skins and tallow.

2. Mr. Girling requested me to include a message asking you to cable back the arrival of his son in England.

3. I enclose copy of a letter received from the Acting Colonial Secretary on the subject of the Darwin Church.

4. The work on the Niche is proceeding very satisfactorily; the late departure of the Liguria will preclude my receiving a reply to my telegram on the subject of a credit, but I hope to receive a reply via Coronal before the ship is ready to leave.

5. I have cabled to you ANTISANA SPORCENTE HIPIAREIS  
ROGAMOS AFFRANTURA BARRY.

I am,

Sir,

Your obedient servant,

F.M. Cobb Esq.,

Managing Director,

London.



Enclosures.Duplicates. (Originals per LIGURIA June 2nd.)

Despatches Nos. 227 & 228.

Copy of Stanley Cash Book for April.

Copy of Stanley Journal for April.

Store Invents No 119.

Remarks on Stores & Replies to Remarks.

Second of Exchange No 2225 on C.M. Lampton & Co for £193:19: 3

do.

2226

do.

338: 6:10

Mr Allen's Report, May 22nd.

Statement on accounts.

Specification of F.I.C. 101 casks Tallow.

Specification & B/L shipment per LIGURIA.

Originals.

Coasting Insurance for May.

Copy of letter from Acting Colonial Secretary, June 3rd.

Co's

Copy of Pacific S. Navigation Account.

Specification of shipment per ANTISANA.

230

GROPSA.

June 24th.

03.

Sir,

My last despatch left per ANILSANA on the 5th inst, and on the 10th inst I received your No 964.

2. 964-2. I much fear that the Purser of the VICTORIA failed to deliver the letters at Monte Video. This is very unfortunate, as an important telegram for Mr Hayes will have likewise miscarried.

3. Par.4. I have gone carefully into the lathe question, which certainly does present difficulties. You have rightly interpreted my wish that the machine should be in the hands of one man, who would be solely responsible for the care of it; and for that reason I wished to set it up in the old cooper's shop, incorporated with the present one used by the Engineers, which requires enlargement.

I think that if we decide to have a lathe we ought to have one larger than 4 inches, in spite of the extra cost, and even with a small machine like that foot power is not, as you say, as constant as is desirable. The driving of the lathe is undoubtedly the difficulty, and in both the methods suggested in your despatch we are confronted with the cost of getting up steam in the Smithy boiler whenever we wish to use the lathe, adding very seriously to the cost of any work undertaken. When a ship is here for repairs we usually have steam in the Smithy, but this is rarely and the chances are that we should wish to make more use of the lathe when there is no other press of work, unless we were called upon to set up a new boiler, or repair a steam winch,

P.R.Cobb Esq.

as in

Managing Director.

London.

as in the case of the "Henry Pailing", and all this was done by the Engineer. If, therefore, we decide to run it by steam from the Smithy we must remember that we have to incur the expense of a fireman in the Smithy, coal etc, whenever we have any work to be done, in addition to the initial cost of setting up the lathe and the necessary connections.

I do not like the first suggestion of putting the lathe in the Smithy and building a small shed round it, - the old lathe would have to be removed to make the necessary room, and it would undoubtedly cause friction between the Engineer and the Blacksmiths. It may be thought that this is a small matter to be quashed by telling them they must work together, - this can be done in large works, but in this small place all the talking in the world will not make them work together if they are determined to the contrary, and it is better to avoid tension when possible. In this case both the Engineer and the Smiths would be using the lathe and the responsibility would be divided.

The second suggestion is to send out a small engine, to be run by steam laid on by underground pipes. The cost of laying such would really be very heavy, and we are bound to lose a lot of power through condensation. Added to this, underground pipes have a knack of breaking out in leaks (as we have found in the Smithy) and the maintenance would entail additional expense. The less expensive of the two methods would be the former, viz: building a shed in the Smithy, but the objections to this are so strong that I would really almost prefer to put up with a smaller machine. In either case we are confronted with the heavy expense of a special fireman, and delay in getting the steam, and I should be glad if you would consider yet another suggestion, namely to have a small oil engine, about 1 H.P., to be set up in the Engineer's shop. I see that the North Arm oil engine cost \$215, but this is 7 H.P. and the cost of an engine of only 1 H.P. ought not to be excessive. I really

think

think that it would not be as much as the expense of laying steam pipes from the Smithy boiler, providing the small engine (£16), and all the necessary connections.

I ought to mention that the main reason for asking for the lathe is not in order to increase the efficiency of the SAMSON, as I should not feel justified in asking the Directors to incur so heavy an expense on her account. We really require it to enable us to do various necessary work, in addition to the SAMSON, better and more rapidly. I think this will be realised from what I shall have to say later on as to the amount of work we have actually before us.

4. Par. 5. In writing to Darwin for the date of termination of Goodwin's services I should hardly omit the case of W. Bethune, knowing that the information was necessary. It has frequently occurred that your request for information has crossed my despatch giving it. In this case I could not give you the information without referring to Darwin, and you received it by the next mail, which was as rapid as possible. Information as to our liability or otherwise for the cost of his passage was already in your possession. In 1897 you asked for a list of employees who were entitled to a passage home at the company's expense, and this list was sent you in despatch 75-20 of June of that year.

5. Par. 6. The boiler has arrived safely, - Atherton tells me that no holes have been cut for the connections; the cost of setting up, and the time occupied will therefore be greater than we anticipated.

6. Pars. 8 & 15. Of course Braun & Blanchard would hope to supply a lot of stores to stations on the West, - they did at one time, I believe, contemplate opening a store at Fox Bay. I am glad to learn from your correspondence with Mr Alcock that Sir John Anderson considers £500 - £600 per annum the limit of the colony's contribution. I have always said that the revenue here cannot stand much more. The Governor in-

formed me



formed me that Sir John Anderson was absolutely "staggered" at the amount required by the P.S.N.Co. Mr Bitrell, the Assistant Manager at Valparaiso, wrote me that he had had an interview with Commodore Pinnis, at Chuput, and had discussed the question with him. The Commodore thought the amount asked was not incommensurate with the services to be performed, and said the Admiralty might contribute if it would save mail trips by H.M. Ships, in case the latter continued to make long visits to the Falklands.

7. Pars. 9 & 10. I note your remarks as to the renewal of agreements of Messrs Atherton and Moir. I hope to see the latter later on, and to have an opportunity of talking the matter over with him.

8. Par. 13. I am glad to have authority to reduce the commission on the sealers' drafts, if circumstances render it desirable. At present their accounts are consisting chiefly of cash for advances to the men, and on accounts of that nature 5% is not too much. Should they make any respectable purchases of stores later on I think we might make up the accounts charging 5% on cash and 2½% only on stores; that is to say, charge 2½% on the Cash Account and a further 2½% on the General Account. I regret that a shocking accident occurred on the 15th inst, one of their boats and one of the young Fleurets capsized in Port William, drowning all but one who saved himself by clinging, for nearly two hours, to the upturned boat.

9. Par. 14. I think you have regarded Harris's report on the Goose Green boiler in a somewhat different light to what was expected or intended. The letter reporting on the boiler was, you will see, addressed to Mr Allan and was, I take it, sent in by way of self-preservation. Harris knew that the boiler had been neglected, and took the precaution of immediately calling Mr Allan's attention to that fact in order that he might not, afterwards, be held responsible for it. I have no doubt whatever that had Harris thought his letter would have been sent to you and referred to consulting En-



linears he would have confined his remarks to the actual condition of the boiler. With regard to your instruction to "make arrangements with some competent Engineer" to do the re-tubing, I hope you will excuse my pointing out that I cannot send and get one "by first train tomorrow morning", and it resolves itself into my having to send out Atherton, the only man here capable of doing it. He certainly has his hands full at the present time; the work on the SAMSON recommended by Mr Bath is by no means completed, the Great Britain's boiler has to be set up, the "Sissie" after running continuously for seven weeks for Mr Hayes, must be patched up again, and the donkey pump of the Emily boiler has to be renewed. Mr Allan has also asked that Atherton may go to North Arm to examine the machinery there. I have written to Mr Allan to ascertain whether there are enough spare tubes for the Goose Green boiler, and will carry out Atherton's suggestion to have them sent to Stanley to be annealed. All this, however, should be taken in hand when the days are longer, and we really must have the boiler set up on the Great Britain without delay.

10. Par. 16. I do not quite see how we are to arrange a time limit in the remittance home, - if all remittances were made by cheque on you it would be an easy matter to print on the top of the cheque "Not available after three months from date", but from what you have written at various times you prefer not to have cheques. I admit that in Mr Waldron's case we are in fault, but not in the case of Mrs Potter. Considering the amount we have to get through in the two days before the homeward mail is due, I must say that I think the omissions or mistakes are very few. The entries in the Cash Book just before the departure of the homeward mails in April and May will give you an idea of the financial work to be put through.

11. Par. 17. I think you must have had copies of the Land Ordinance

Ordinance as passed, - I have always sent you the Gazettes regularly, and you will find copies enclosed with them. As to the points to which objection has been taken, I do not think I can add much to what was said in the correspondence between the Unofficials and the Government in February, a copy of which was forwarded to you in despatch No 232. I might possibly have written more, but as soon as it was certain that Mr Felton was going home I refrained from so doing, knowing that you would learn more from him in half an hour than I could write in half a dozen pages. Seeing that Mr Felton has persuaded the Colonial Office to withhold sanction to the Ordinance I am endeavouring to get the West Falkland farmers to send in a joint memorial. Several have written their individual opinions to the Governor, but a joint letter to the Colonial Office would, of course, carry more weight. I fear that they are all too much at loggerheads, as a rule, to go in for combined action, which is a pity. I wrote to Mr Mathews, by last mail, suggesting that he, Anson, the Stickneys and Buckworth should send in a joint letter, which Packe and I would support. I sent him all the correspondence which has passed, and advised him to lay special stress on the point in Mr Packe's letter asking the Government to say out what they really intend to do, and not keep the Lessees in suspense. The only one thing the Ordinance does promise is to raise the rent to not less than \$25 per section, and it hints that sundry other conditions will be imposed. The Government people ought to give some idea of what these will be, - if they have not made up their minds they had better have left the subject alone.

12. Par. 19. I fancy some of the farmers would like to take up the export of live sheep, but unfortunately few are in a position to do so, after last winter. I have sent round a circular as to rams from New Zealand. Mr Bertrand would like 10, Mr Packe 8 or 10. I should be glad if you would make

enquiries

enquiries in England from all the farmers at home, namely, Messrs Blake, Felton, Penner, Hansen and Waldron, also as regards Port Stephens, Pebble Island, Speedwell Island and Weddell Island. As soon as I receive other replies I will let you know. The Governor would like to import some lumber from N. Zealand.

13. I enclose a copy of a letter from the Governor as to the West Cove Reserve of 1540 acres. This land is on the East side of Swan Inlet, and is quite apart from our freehold. Mr Packe has a special lease of it.

14. Whenever cargo is shipped on a sailing vessel for clients or outsiders, as in the case of the "Emilie", it would be a convenience to us to know the measurement, either for landing charges or local freight, as we have now a fixed tariff for these. We calculated the Board of Trade cargo at six tons. I think, too, that when a Charter Party is signed there should be some definite understanding as to who should pay for the Customs Officer, - 10/- per day. We had to pay £17 for this in the case of the "Emilie", the ship being charged £1 only.

15. We should always like to have a press copy of the calculation showing how the commission on homeward freights per P.S.M.C. is arrived at, as it would give us an idea of the gross freight. Captains or Purser's frequently ask for an estimate of the value of the freight.

16. Mr Allan and I had a discussion as to sending one of the hulks to Darwin for storing coal and goods. I had thought the "Vicar of Bray" might do for this, but fear that she is too shaky. If we had at Darwin one jetty which served for the double purpose of landing stores and loading wool, a hulk at the end, alongside which schooners could go, would be very useful; I think myself that a small shed for goods and coal would be preferable.

17. You are aware that <sup>the</sup> German Government has never confirmed me as German Consul, although I have now, with the ex-

ception

ception of about six months, acted in that capacity for nearly four years. I am writing them again on the subject, and send you the letter in the hope that you may in some way be able to back it up. The appointment, financially, is not worth much but I should not like Louis Williams to get hold of it. From the long delay I suspect that someone like him is trying to get it; Schlottfeldt would most assuredly back him up, and they would try and make some capital out of my inability to speak German. So much time has elapsed during which I have had no practice that I admit I have forgotten most of it, but I am quite able to translate with the aid of a Dictionary. I mention this in case you are able to take any steps in the matter. I have addressed the letter to the Chancellor at Berlin but am not sure whether it should not have been sent to the German Embassy in London.

18. I have read Mr Barringer's report as to the "Samson", and am glad that he <sup>considers</sup> ~~estimates~~ that the small stay at the back end is not important. I have thought that as long as this holds on it is best left alone, and if we remove it we may find that the hole has become so worn that a larger stay may be wanted. The expense of this is not much, but the cost of the necessary tap would be high, - Furthermore, until the stay is actually taken out we cannot say, for certain, what size the new one should be. We are still running the tug at a pressure of about 130 lbs., and it is very doubtful if she would ever maintain 150 lbs. running under the most favourable conditions as regards draft and use of the best coal. I have several times talked this matter over with Atherton, and he tells me that the tug seems to do her best at about 125 lb especially if she is properly trimmed and has the right weight in her. When towing out the "Niche" the pressure fell suddenly from 130 to 70 lbs. just as the ship was in the Narrows; and a narrower escape from disaster we have never had here. Captain Thomas acted very promptly indeed, and turned the ship  
right



right in the Narrows, and brought her back into the Harbour. It appears that the circular damper in the smoke-stack accidentally shut itself, and it was sometime before Atherton discovered it. Steps have been taken to prevent a recurrence of the accident, and it is most fortunate that a disaster was averted. The ship was towed out the next day.

19. The repairs to the NIORE were completed on the 16th. inst. and I can confidently say that this is the most satisfactory job in the ship repairing line that has been put through in the Falklands at any time. The contract, after paying wages, charging out materials at the usual selling prices, and debiting the usual charges for use of appliances has resulted in a further profit of about \$50. Better than all this is the fact that the ship was got away within one calendar month, and the result of this contract is the greatest justification that I can put forward in support of Biggs as Foreman. Captain Pettijohn, before leaving, expressed high appreciation of the work done, and gave great credit to Biggs. I must admit that we were most fortunate as regards weather, - during the whole time there were only 2 bad days, which is very exceptional at this time of the year.

Owing to the Ligatia being so late there was not time to receive, <sup>ORAVIA</sup> per ~~XXXXXX~~, a reply to my telegram. I thought, however, that the ship would hardly get away before the arrival of the CROPSA, and therefore used the word "Federal". The Captain was not justified in keeping the ship here, and I therefore accepted a draft for \$242:12:7 on the Owners, who are known to us as the owners of the "Singapore".

20. At Mr Packe's request I went over, with him, his accounts for the last two years, copies of which he is sending you by this mail. His indebtedness to us has considerably decreased,

even





MEMORANDUM

RECEIVED: MEMORANDUM FOR THE RECORD (JUNE 27, 1947)

Location No. 222

Working Materials, 1947.

Copy of Letter from Col. Secretary, June 3rd.

Specification & R/I of original for ARTISAN.

DETAILS:

Copy of Stanley Cash Book for May.

Copy of Stanley Journal for May.

Bank Statement, June & July 1947.

Bank Statement, June 1947.

Balance of Cash & Receipts to Bank.

Form of Receipts to 1947 by H. L. L. & Co. \$ 77: 7:0

Form of Receipts to 1947 by H. L. L. & Co. \$ 77: 7:0

Form of Receipts to 1947 by H. L. L. & Co. \$ 77: 7:0

Form of Receipts to 1947 by H. L. L. & Co. \$ 77: 7:0

Form of Receipts to 1947 by H. L. L. & Co. \$ 77: 7:0

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ENCLOSURES.

1 Set Falkland Islands Stamps  
 Shipping Report  
 Remarks on Accounts and Replies  
 Statement on Accounts  
 Press Copy of P.S.N. Account  
 Specification J.N.D. 36 Balen Wool  
 Specification & Bill of Lading per Droppa

July 22nd. 5.

F.H. Cobb Esq.

Managing Director.

London.

SIR,

I am in receipt of your letter of June 10th on the subject of Mr. Girling's indebtedness.

Upon the arrival of your despatch No. 962 I went into the matter thoroughly with Mr. Girling, and I think that my reply might have been awaited before passing out the strictures contained in your letter under acknowledgement.

The payments asked for in London during the March quarter included an insurance premium, and Mr. Girling's store accounts and expenses generally have, this half year, been unusually heavy on account of his sending his son home. Compared with last year Mr. Girling's indebtedness will be found to have decreased; on June 30th the debit balance shown is £332, from which one half year's salary, and the payments in London should be deducted, leaving a balance of about £65, which I undertake will be cleared off by December 31st.

I am,

Sir, Your obedient servant,

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GRIFFITHS.

22nd July

25.

Sir,

I wrote last per Croydon on June 24th, and have received on the 9th instant per Victoria your despatch 365, letter of June 18th, and memorandum June 13th.

2. 365-3. I do not see how we can lower the through rate for wool; it would not be advisable to make any change now that the coasting steamer is on the tapis. When a 32/- and 35/- rate is to be charged, I will make a note on the specification to that effect.

3. Par. 6. The Colonial Office has not answered the question that I put in the Memorial: in fact their reply is absurd as when the Coast Ordinance was passed I stood out for quarantine under my circumstances. I really asked whether the Governor or Robertson was the Inspector, but it is possible that they have sent some further despatch which they have not communicated to you. I had an interview with <sup>the Governor</sup> ~~him~~ on the quarantine question, and he has lent me a book sent out by the Board of Agriculture, asking me to go over it with Mr. Packer and note any points which ought to be introduced into the Ordinance. When discussing the Estimates, I asked why he thought of collecting the whole of the Coast Rate this year, seeing that the Government had in hand on December 31st last no less than £1000 belonging to the farmers, on which, by the way, they pay no interest. His reply was that a new Quarantine Ground might have to be purchased out of the Stock Fund and the money might be wanted, and he took occasion to mention that the Ordinance empowered the Governor to expend out of the fund what money

P. B. Cobb Esq.,

Managing Director,

London.

he thought fit; evidently, therefore, I could not criticise any of the expenditure, and if the Ordinance is amended I think we ought to try to secure a provision giving the farmers some voice in the administration of the Fund. When I saw him a few days ago I mentioned that it would be far better for us to abandon the idea of a large number of runs by a steamer direct from New Zealand if the Stock Fund has to bear heavy expenses in fitting up a new quarantine ground - it would be far cheaper to let the ship pay the expenses of transshipping at Port of Spain, and for all farmers to endeavour to get their stock at different times. He said he would not object to taking the matter up, but if any more were put all round it. This would be a very expensive piece of work, and if it were necessary to ship sheep, it could not be done in that packet. Dr. Williams has informed me that if a steamer called direct he would import 30 tons.

4. Feb. 8. I think we might be able to reach the same point at Spring Point; fortunately, it is not pressing as we have no work now ahead.

5. Feb. 10. I had to make some arrangement for carrying on the Ship Hotel before June 30th on account of the license. I, therefore, told Rutter to continue the supervision of the place, but to put in for one year R. Atkins, who had been in charge of the Stanley Arms for a long time. Atkins, therefore, has the license and carries on the business in his own name, but it is quite understood that the arrangement is only a temporary one. I have promised Arthur Biggs the refusal of the place if a new Foreman Carpenter is sent out, and that, I think, I must stick to. As a matter of fact, this promise really does not matter to me - Rowlands asked for the place, and if anyone is offering I am sure that Rowlands, after his long term of carrying about the island in a schooner, is eminently so. Well, so long as we run these schooners, we must hang on to Rowlands as long as possible for he is undoubtedly one in a thousand.



3.

I was, therefore, able to tell him that I had given some one else the refusal. If Arthur Biggs is left as Foreman and the F.B.I. master comes along, relieving us of the Fortuna, the grant of a lease of the Ship Hotel would be some recompense to Scotland after his good service to us.

8. Par.18. Our cash balance at the end of last month was very high, but it is being somewhat reduced. At the end of September we shall no longer have to meet heavy cheques for deposits in the Savings Bank and the matter will then right itself. When Alexander was Treasurer, I mentioned interest, but they would not hear of it - they have no provision in the Statutes for such an item. If there is a probability of our still having too much money after September 30th, I will inform the Treasurer that the payment in London will be stopped on a certain date or dates, if necessary.

9. Par.19. I did come to terms with the Government in the case of the cargo ex California, no case was made about the Gravia, and I concluded that I had convinced the Government people of the absurdity of ordering us to land all goods at the Stone Jetty. The reason for the order apparently was that importers complained of delay in getting their goods. It is evident now that this was only a pretext, for a regulation has been promulgated in the following terms:- "Notice is hereby given that every boat, hulk, vessel or launch not carrying mails shall be required, upon leaving any mail steamer or cargo vessel arriving at Stanley Harbour, to stop and report to the Customs Officer placed in charge of the Stone Jetty. Any boat wishing to land or call at any jetty other than the above mentioned Stone Jetty will be allowed to do so upon first obtaining a written permit from the Collector of Customs".

When we were ready to discharge cargo I applied for a permit to land at the East Jetty, which was granted, - I then asked to be allowed to land other goods at the West Jetty as usual

and

4.

and received the reply that a permit had already been granted for the West Jetty, and expressing surprise that we wanted to land at both. I then sent a memo. (enclosed) on which the reply was given that this would only be allowed when all outsiders' cargo had been delivered.

For this last mail I had to apply for a permit to work overtime, a permit to land at once some fruit, instead of jeopardising it by placing it at the bottom of a lighter, a permit to land cargo at the West Jetty and a permit to land at the East Jetty. That makes four permits, in addition to several memoranda in connection with them. I feel that this sort of thing cannot go on, - the waste of time is lamentable, both my own and that of a messenger running backwards and forwards, and I do feel that it is *infra dig.* to be everlastingly begging favours to enable the work to be done. I wanted to have some tangible proof of our right to land our cargo at our own jetties, and asked if you had received it in writing, as this would have strengthened my hands considerably in threshing the matter out. The question was raised in par. 3 of Despatch No. 1 of January 18th 1884, and I should be glad if you would refer back to that time.

I have thought the matter over, and have come to the conclusion that the best course will be to ask no favours at all when the next steamer arrives, and provided the quantity of cargo is not large, land all outside cargo at the Stone Jetty, whatever the weather may be. After this is finished I should be able to insist upon the absurdity, call attention to the danger to the lighters, and endeavour to get other importers to take the case up, explaining to them that an increased rate for landing might be necessary.

The Stone Jetty is in a terrible state just now, three or four inches of water between the rails, and a great heap of stones half way across it. A vote has been taken for repairing it, and the Governor wants us to call him a hawk.

Yours

This I shall decline to do as it will cut the ground from under our feet in protesting against the jetty as a landing place. The repairs are, however, bound to come in time, we shall have to land outside cargo there, and shall be compelled to reconsider our position as Agents for the P.S.N.Co. in respect to the concession, or rather compulsion, to land all cargo. I presume we shall still be able to land our cargo on our own jetty, but shall be compelled to separate our cargo from outside cargo, and wait until last for our own, unless the P.S.N.Co. make some arrangement to deliver ours and outside into separate lighters. This question of delivering to separate consignees has been raised by the Governor, who told me that they had <sup>fought</sup> raised the question in St. Helena, and had compelled the Castle line to do it. There, however, the freight was 50/- per ton, and if any such arrangement is forced on the P.S.N.Co. they will, of course, raise their freights. The question is bound to come to a head before long, certainly when the Stone Jetty is repaired, and we ought to be prepared beforehand.

8. Par. 17. Your instructions as to cashing the amount of cheques and orders to pay cash when the total amount ~~shall~~ will be attended to.

9. Par. 18. As soon as I learned that you had not received my cable per VICTORIA I wrote to the Western Telegraph Co., and enclose a copy of their reply, from which you will see that the letter was carried on to England, was postmarked there May 28th, and arrived at Monte Video on June 22nd. The Company will doubtless refund the cost, as mentioned in their letter of July 4th. The Purser of the VICTORIA said that his clerk must have stamped the letter and put it amongst other English letters. We have no Syd stamps here.

10. Par. 20. The oversight in the case of Mrs Hansen's cask of seal-skins has now been reported upon by me. The cask was brought in by the "Fair Rosamond" from Hill Cove, whereas I had expected it to be brought by the "Fortuna" which was calling

8.

calling at Sarawak Island. It was owing to this that I made the omission. I knew nothing about the pack addressed to F. Martin, but Mr. Gilling informed me that last year some sealskins were sent to him by Mr. Barton, who may be able to explain the matter.

11. Par. 25. It would not do to purchase Mr. Mathews' engine without an inspection by our own Engineer. I should like to be able to send him to North Arm to see what is really required there, but have not been able to spare him. He has been continuously at work on the Emma and Samson, has now fitted the new pump to the Emily boiler, and is now busy fitting the Great Britain's new boiler. If you have to send a boiler for North Arm, please have it "fitted" with all connections at home as this takes a very considerable time out here.

12. Atherton tells me that the Emily boiler will require re-tubing before long, - except for this the boiler is in good condition.

13. The new range on the land on the North shore lately taken from us is now in course of construction, though we are still allowed to keep our sheep there. The Admiralty have paid the £1000 to the Colonial Government, and it appears in their list of deposits at the end of last year. I do not know whether the Board intend to endeavour to get more from the Admiralty, or to accept the offer. The Governor has not mentioned the matter, - naturally he does not object to having the use of the £1000 free of interest.

14. We had two long sittings of the Legislative Council to consider the Estimates for next year. My remarks were so badly taken down that I re-wrote the minutes, and was therefore able to send you a copy of what I said on the various items. The Governor wanted £1000 to build a new school, and does not forgive me for opposing it. Three times he endeavoured to get me to say that the present building is suitable, - of course it is not, and I said so, but added that I did not consider it advisable to embark on any new scheme, involving heavy expenditure, until the debt had been wiped out. I got my opportunity on the vote for capitulation.



Capitalist went to the Volunteers to talk about the Liquor  
 Canteen. The Governor has undertaken to discuss the matter,  
 and has called for the rules, a copy of the accounts, and a  
 statement of the quantity of liquor sold. He admitted, in  
 reply to my question that a commission on the profits was  
 paid to Sergeant-Major Pitt, and further admitted that this  
 ought not to be. This official gave £115 as clerk to the  
 Colonial Secretary, £45 as Volunteer Instructor, £45 pension  
 from home, and £40 as another £40. In  
 addition to this he mentioned several other items, and I  
 am anxious to see the accounts and have even at this time  
 in the matter. The Governor cannot have taken much interest in  
 the matter as he has under the impression that Mr. Watt's ap-  
 pointment was temporary. He turned up the despatch about him,  
 and was satisfied that the appointment is probationary for 3  
 years, this term expiring in January next, after which it would  
 become permanent. He eventually promised to give Mr. Felton  
 and myself an opportunity of laying our views before the C.C.  
 before the appointment is confirmed, and I am sure Mr. Felton  
 will agree with me in strongly recommending that it should  
 be determined. A vote of £500 towards the proposed Committee  
 was taken, and I stated that I considered this  
 was the utmost the Colony could afford to contribute.

12. We had a heavy blow during the evening of the 13th, but  
 got off very lightly indeed. The Rose Baker dragged a lot  
 and fetched up very close in shore, without touching the  
 ground; one of the Portland's chains parted, and she dragged  
 between two of the sailing schooners, fetching up without  
 doing any damage. This was really providential, as had she  
 struck one of them she would most likely have sunk her. In  
 regard to the liability of the directors to the colony  
 for the damage done to the Rose Baker.

13. Our stock of steam coal has been somewhat reduced  
 since I reported to the Hon. Mr. St. John, and now stands at about 400  
 tons.



xx 8.

17. Mr. Allan and I had a talk about the shearing, and concluded to try and get local men to do the work. He sent in A. Smith in to look up men round Stanley, with the result that nine besides himself have agreed to go to North Arm, instead of having men from Prince Alice. I enclose a copy of the contract entered into. The price is 15/- per 100 against 15/- paid to Mr. Owen for the B.A. men; the cost, however, per hundred when expenses for passage etc. are added worked out last year at 27/-, so that we shall get the work done by local men at half the price. In addition to this, I am saved the delay in keeping a schooner ready to take the men to North Arm and the anxiety as to whether they would catch the return mail. Since the contract has been signed, several men have been asking to join, so that if any who have signed did fail we have plenty to fall back upon.

18. Captain Rowlands mentioned to me that the lifting of the wool from Keppell Island entails a lot of extra work on the schooner's crew - they have to roll it out of the shed, along a long beach over rocks to the jetty. The jetty is bad and the boat cannot come alongside at low water. I should therefore suggest charging them an extra 5/- per ton on all rates.

19. The Emilie left Port Howard on the 9th. instant with usual produce from that station, and 102 bales of Messrs. Packer Bros. & Co's wool and 13 casks of Mr. David Smith's Tallow, which is consigned to you. Bills of lading for that produce are sent herewith.

20. Mr. Allan has written you as to quarantining sheep for foot-rot. With reference to his remark that the Inspector is not competent to distinguish between contagious and non-contagious foot-rot, the book sent out by the Board of Agriculture mentions that it is practically impossible for even experts at home to do this.

21. After the shipment by this steamer we shall have only

XX. 9.

the following wool to collect and send home :- Chartres about 170 bales, Great Islands about 40, and about 130 from Salvador. The Hornet may yet succeed in bringing in the bulk of this latter in time for the steamer. By the end of this month there will certainly be less than 300 bales to be lifted, and I may be allowed to express my gratification that the uneasiness expressed in your despatch No. 958 has proved groundless. We have, of course, had less produce to collect this year, and have been very much favoured by the weather; still, the schooners have all done remarkably well.

22. I enclose a copy of the petition drawn up by the Farmers remaining on the West Falkland on the subject of the Land Ordinance. The Governor is sending it to the Colonial Office by this mail.

23. In continuation of my 230-10, Messrs Packer Bros & Co. write that if a steamer is calling direct from New Zealand, they would import 30 rams, but would import only 15 if they have to come via Monte Video. I have received replies from nearly all other clients to whom I wrote, Mr. Amsen, Messrs Stickney Bros., Baillon & Stickney, and Mr. Hennah. None of these require any rams, and both Mr. Cameron and Mr. Greenshields have told me verbally that they have just imported sufficient for their requirements for two or three years.

24. The Fortuna returned from a sweeping up trip round the West Falkland, and I intended to send her straight away to Monte Video as soon as this mail left. Mr. Allan, however, is in want of stores and a large quantity of material generally, and I shall send her round there with what he wants. This will suit me well as Captain Thomas will be here to attend to the next outward mail.

25. I omitted to report by the last mail that the Engineer's wife had to go home for advice as to her throat. Atherton became entitled to a passage home for his wife on July 20th - as she left only a month before that date, I paid the passage.

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Should she return, he will, of course, have no further claim to a passage for her.

36. 965-3. I sent Mr. Morton Fuller details as to the Fortuna's draft and have received the following reply from him:-

"The Slipway people on my giving them the particulars of the Fortuna replied as follows:-

'Basing my reply upon the data received from you with regard to the Schooner Fortuna, I regret not being able to haul her up on my Cerro Slipway owing to her draft and the uncertainty of her construction, but on her arrival here I would be pleased, if allowed, to visit the vessel and if possible offer my services then, as it appears there is a doubt as to her actual draft, for if you remember when last we discussed this vessel her ballast trim was not more than ten feet.'

"On receiving this letter I enquired from the Cibils Dock and also from the Maua Dock their charges, the Cibils quote the following price:-

"Entrance Fee - - - - - \$ 40

"For first ten days - - - - \$ 20 per diem

"For each exceeding day - - \$ 15

"The Maua dock people quote - no entrance fee but \$ 20 per diem. I think it will be advisable to let the Slipway people see her and if possible haul her, before making any arrangement with the Dock people." I think on the whole it would be better to decide to dock her, as there would seem to be considerable risk in hauling her on the slip. She might too be delayed by waiting for a southerly wind to get a good high tide. By docking too we save discharging the ballast. The cost of this, stowing and re-stowing would be heavy. I think the offer of the Maua Dock is preferable to that of the Cibils, as she ought not to be in Dock many days. When I spoke of three months, the idea I had in my mind was that she

12. 11.

could certainly be spared from here for that length of time - I hope that she may be back in a couple of months.

I think we may as well have the old metal sent back here in the schooner - the freight would not be more from here than from Monte Video, we save the cost of old cases, and can pack up a little more from here and send with it.

27. The P.S.N. have asked me to report anything further to them in the usual way on the subject of the coasting steamer. I have nothing at present to report, but it occurs to me that they ought to give plenty of notice to the sheepfarmers if there is any intention on their part to raise the rates of through freights to London. They may of course decide to do the work at present rates, in which case no notice would be necessary.

I am,

Sir,

Your obedient servant,

Enclosures.Enclosures to the Hon. the Secretary of the Treasury.

Enclosure No. 130.

Copy of Stanley Cash Book and Journal for May.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book and Journal for May.

Copy of Stanley Cash Book and Journal for May.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book and Journal for May.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book.

Enclosures.

Copy of Stanley Cash Book and Journal for June.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book and Journal for June.

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Copy of Stanley Cash Book.

Copy of Stanley Cash Book.

Copy of Stanley Cash Book.



Enclosures (continued)

Memorandum from Collector of Customs.

Copy of letter from Eastern Telegraph Company.

Mr. Ellis's Report, July 12, 4 enclosures, and 4 copies.

Account for stamps for Anglo-Egyptian Bank Ltd.

Remarks on accounts, and Replies to Remarks.

Statement on accounts.

Bill of Lading of shipment per "Mullin".

| Specifications- | Wool. | Shine. | Yellow. | Hides. |
|-----------------|-------|--------|---------|--------|
| 1.              |       |        | 45      |        |
| D. & S.         | 111   |        |         |        |
| 2.              | 132   |        |         | 74     |
| V. F.           | 87    | 9      | 12      |        |
| E.              | 53    | 5      |         | 8      |
| S. Z. D.        | 63    | 17     |         |        |
| S. F.           |       |        | 13      |        |

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"PARANA"

August 18th.

03.

Sir,

My last despatch left per "ORELLANA" on the 22nd ultimo, and I have received, on the 6th inst per "ONISCA", your despatches Nos. 966 and 967.

S. 366-2. I do not know on what particular points I have failed to comprehend the question of the survey of the Samson's boiler. Lloyds' rules are very explicit, and the letters from Lloyds Register of Shipping have also been clear; but I have had to point out that owing to the circumstances of the Islands we are not able to comply with the regulations, to the letter. The survey is due at the end of June, just in the middle of winter, when there is no Gun-boat here, and very little chance of a P.S.N.Co. cargo boat either. You tell me that when the thorough overhaul of the boiler can be held "at a time coincident with Lloyds date" to get it done at any cost. If there is no Engineer in the place to hold the Survey, how is it possible to get it done, unless we get down a man from Monte Video specially?

An Engineer cannot answer the questions on Lloyds survey form without surveying the boiler first cold, and afterwards under steam, a matter of at least two days, and I do not think you would get any Engineer to sign his name to a Lloyds survey report without really satisfying himself that the boiler was in fair order. Even Mr Gates, whose report was not considered satisfactory, took more than two days.

I have explained the circumstances fully to the Secretary of

Lloyds

F.E. Cobb Esq.

Managing Director.

London.

Lloyd's Register, and judging from his reply, the explanation is accepted as satisfactory.

3. Par. 3. I had some of these old stores in from the North Arm Store,-- the milk had to be put back on the schooner to be thrown overboard at sea, and the butter has been distributed for greasing axes and masts. You may rest perfectly assured that we have done the best with this unsaleable stock, especially during the last four years, since the question was first raised.

4. Par. 4. Piteluga raised money by a mortgage on his house, and the W. Bonner family have left the Colony. I have not been able to get from G. Turner any further particulars as to the working of Piteluga's farm, and we can only watch the account carefully from year to year.

5. Par. 5. I have received four £1 notes from Marshall & Co, and on returning them the value, less one shilling for remitting. I suppose we might charge 2½%. These notes were in a very fair state of preservation, that is in comparison with some in circulation here.

6. Par. 6. Mr Packs and I will deal with the question of the freeholds on Sections 17 & 29. The house near Swan Inlet is still standing, but Mr Packs intends removing it very shortly.

7. Par. 12. Since the Admiralty Engineer has been purchasing steam coals in fair quantities and has utilised his own labour in taking it from the mill, we have charged the Admiralty rate. We shall, therefore, be entitled to deduct these purchases from the balance of the coal which is supposed to be at the disposal of the Admiralty.

8. Par. 20. I have dealt with the question of the Ship Hotel in Despatch No 251-3. I do not suppose we should make much out of running a small store, open at night.

9. Par. 21. Mr Allan and I will attend to the revaluation of the buildings, as desired.

10. Par.22. The Western Telegraph Company will advise us later as to the refund of the cost of the delayed telegram.

11. Par.23. I have explained the non-shipment of the prisoners to the sealing Captains, who are now in somewhat of a hole. I hope they may succeed in getting them from New York to Monte Video or Sandy Point. You will see with the Gazette a draft Ordinance to impose a duty on sealskins brought here by the sealers. I do not see how such legislation can be allowed, and shall certainly vote against it. The vessels may not be of much advantage to the colony, but they circulate a fair amount of money. The Governor has an idea that they dare not go to Monte Video to ship their skins, and would rather pay something than be deterred from shipping their catches from here, and desires to bleed them as much as he can.

12. Par.24. I am writing to Darwin for McMillan's testimonials, which were sent out with his agreement.

13. Par.25. Mr Aldridge has expressed his thanks for the advances to his son, which have been repaid.

14. Par.26. The Governor, naturally, has not mentioned the subject of the rans. He has lent me a book sent out by the Board of Agriculture, containing pamphlets on the diseases of animals, but I do not find foot rot mentioned. I am afraid we have not the statistics as to cases of foot rot to give to the Inspector, but all along he has been quite convinced that there was no reason for such lengthy quarantine. The Governor detests him, and would go to any length to get rid of him, simply because he cannot make him a creature of his own. Sometime back he wanted Robertson to purchase for the Stock Department one of the horses imported by the Government from Monte Video. The horse cost about \$40, turned out to be useless, and the Governor tried to pass it on to the Stock Department for \$25.

Robertson

Robertson declined to pay more than \$14 for it, and has been hated by the Governor ever since.

The Governor is willing to amend the Seal Ordinance, and I propose circularising the farmers for their views on the question.

15. Par. 27. When we undertook the boiling down for Mrs. J. Bonner Mr G. Bonner asked that the expenses might be deducted from the proceeds in order, of course, to save interest. These expenses consist mainly of wages and cost of casks; the first item, wages, are rarely paid until a couple of months after they are due, and the cost of casks, if charged in a store account, would be free of interest until the end of the year. I thought therefore this was a request which might be acceded to. In making up Mrs Bonner's account for 1900 interest was charged, but in certifying to the account Mr G. Bonner drew attention to this, upon which the item was struck out. In your remarks on accounts, No 1 of March 23rd 1901, you asked the reason, and we replied on May 27th of that year. Next year no interest was charged on this item. The proceeds of her tallow have been paid to Mrs Bonner direct, and the boiling down expenses have not been deducted. Not knowing upon what date she was paid for the tallow these expenses were allowed to go free of interest during 1900 and 1901 until the end of the year. Last year, however, when you were absent from the office the proceeds of the tallow became due, and I asked Mr Egles to deduct the boiling down expenses in accordance with the arrangement with Mr G. Bonner. This was done but Mr Robertson asked for a return of the money, and on my return here we charged these expenses to her account in October, bearing interest from then. We did not know the exact date, and calculated October 11th, as being somewhere near the mark. It is quite clear that Mrs Bonner owes us some interest for the years 1900 and 1901, as her tallow was shipped in July in both years, and presumably was sold before the end of the year. Owing to the fact that the account sales have



have not been passed through her account here we have not been informed of the date, and if these had been dealt with in the same way as other clients' the charge for interest would have been made on the correct dates.

The proceeds of the wool per ORISSA, £650:18:7, should have been credited here on April 3rd instead of June 15th; the loss of interest, (42 days) being £1:14:10. We will not however make any correcting entry until we hear what is due from her by way of interest on the boiling down expenses for 1900 & 1901.

16. 987-5. When a Bill is drawn on a consignee against a Bill of Lading care should be taken that the documents are sent by the same steamer as the goods. Messrs Grimshaw & Carter's bill for £4:18:0 against Jacobs came a mail later; Jacobs, however, paid the money at once and we remitted it through you.

17. Feb. 8. Dean Brandon has desired me to convey his warmest thanks for the donation towards the Church Tower. The work has been completed at a cost of about £870, towards which over £600 had been subscribed. The outstanding debt is now, thanks to the generous donation of the Company, reduced to a little over £300.

18. I enclose a copy of further correspondence with the Collector of Customs as to the landing of goods. We started to land cargo at the stone jetty after the last mail, but the outside importers took the matter up strongly and at mid-day a permit was sent voluntarily to land all goods at our jetty. A few more packages would have broken down the old hulk, as there were some very ominous cracks heard. The matter is, I suppose, at rest now until the stone jetty is repaired.

19. Would you let me know what is the usual charge at home for warehousing goods? Small private consignments come occasionally for clients, and we must charge for warehousing and Customs entry. I thought of making a charge of 1/- per ton per week, or perhaps more for small lots, and should like to know how this compares with charges at home.

20. A. Martin, who has started a small Butchery business on his own

his own account, asked if the Company would dispose of the 3 ten-acre lots of land in the Western Suburbs of Stanley (between Packs's and Bender's). Martin leases 25 acres of land from the Government to the westward of Mr Packs's paddocks, and would like to purchase the thirty acres belonging to us. In reply to your notes of April 12th 1899 a sketch shewing exactly where these plots are situated was sent to you (July 10th. 1899). The plot leased to Martin by the Government is numbered 4 on that sketch.

21. I enclose a copy of a letter from the Governor inviting tenders for the local mail service, together with details of the services required, and rates of freight and passages. The Governor has invited Messrs Braun & Blanchard to tender on these lines, - he mentioned to me that if Messrs Braun & Blanchard had any difficulty in getting an Agent to act for them in Stanley the Government would come to the rescue and undertake the business for them!!

22. I enclose a copy of correspondence with the Colonial Secretary on the subject of injury to a horse at Sandy Point when being shipped for this port on the ORILLANA. During the stay of that steamer in the port an arbitration was held in this office, and £20 awarded. Atkins was sent to Sandy Point to buy 2 cart horses, - the original price was £14:10:0 each, but in claiming for the value of one they added on all Atkins' travelling and hotel expenses, and claimed £30.

Some time ago the Governor told me that if the P.S.N.Co. were complaisant to the Government he would act in the same way towards them, and if they paid up for the horse he would remit the Pilotage dues. I could not altogether see the analogy, but as a matter of policy it was no doubt as well for the P.S.N.Co. to pay for the horse. Before the arbitration, therefore, I told Mr Cameron that the Pacific Company were quite willing to pay a reasonable amount in order to settle the matter amicably, but drew the line at Atkins' hotel expenses. In paying the £20 I expressed surprise that the Colonial Secretary should have

been

been appointed "Arbitrator". However on the 12th inst. the sequel appeared in the shape of the letter from the Colonial Secretary, refunding all Pilotage dues paid this year, viz:- £31:1:6. I believe that in crediting us with commission on homeward freights, the P.S.N. Co. deduct these charges from the amount upon which ~~these~~ our commission is calculated. Will you therefore see that we obtain our 5% on this refund?

23. During the discharge of cargo es ORAVIA an accident happened to a workman named Walsh, who had been taken on temporarily. He was removing fencing material on the floor of the lighter when a fresh sling-load was swung over, - the iron in this sling was badly secured, and a fencing standard fell out, struck the piece of iron he was dragging away, dashed it from his hand on to his foot, which was injured. He has been laid up for some seven weeks in consequence, and I have given him £3 so far. I think the P.S.N. Co. is clearly liable, and am writing about it to Liverpool.

24. Our stock of steam coal is now 395 tons.

25. Messrs Spearling & Waldron have shipped out some 19 tons of provisions and stores for Port Stephens. They consign the goods to us, but send only a resume of their invoices. As tobacco is sent, and I have no invoice to exhibit the cases will all have to be opened and weighed. Surely original invoices ought to be sent to the consignee? I have asked you in a previous paragraph what would be a fair charge at home for warehousing.

26. I doubt if you will be able to send a steamer with rams direct from New Zealand, but even if this is not done Mr Packe asks that eight rams make be procured from New Zealand for him, as to which he is writing you direct. Mr Mathews wishes to have 12, and Mr R.A. Suckworth also 15. I am writing by this mail to Mr R. Suckworth, who is now in England, asking him to

communicate

communicate with you as to his wishes in the matter.

27. Mr. Fells mentioned to me that he does not consider it worth while keeping on his butchery business, and that if he could lease his slaughter house, yodock and skin shed for a reasonable rental he would abandon it. I told him that we were not used to maintaining such, more especially as the Government has taken the land on the North shore, to which he replied that if we gave up killing it would make it worth while for him to keep on. So far we have been allowed to graze our sheep on the North shore land, but if U.S. troops continue to come here and make much use of the new range when completed, there may be considerable interference of the sheep.

28. Mr. A. W. Harris, acting as agent for W. Wilson, asked me whether the company would be disposed to take over his mortgage on New Island. The position is as follows:- In 1887 Wilson sold the place to Gull for \$2300, of which \$500 was paid down, the remainder to be paid off at the rate of \$200 per annum, with 2½% on the unpaid balance. I fancy that Gull had not sufficient money on hand to pay the whole \$500 down without borrowing, and undoubtedly he had to borrow still more to enable him to make a start. He agreed to pay Wilson the \$200 per annum for the first two years, but after that the low price of wool precluded this. It was not then possible to get at the exact position of the estate between 1887 and 1901: after Gull's death Mr. Hannah went into his accounts and gave me a list of the amounts owing in November 1901, and you will see from the following lists the comparative positions on that date and July 31st 1902:-

|                           | October 1901 | July 1902 |
|---------------------------|--------------|-----------|
| W. Wilson. (incorp. Ent.) | 1306:13: 4   | 900: 0:0  |
| H. Valaron. (Stores)      | 38: 0: 0     | 33: 0:0   |
| G. Williams. (Stores)     | 13: 8: 5     | - - -     |
| Haguerre.                 | 104:17: 0    | 104:17:0  |
| Stringer.                 | 55: 0: 0     | 50: 0:0   |
| H. Valaron.               | 100: 0: 0    | 100: 0:0  |
| FINCH.                    | 100: 0: 0    | 100: 0:0  |



|                          |                   |                   |
|--------------------------|-------------------|-------------------|
| Gordon.                  | 30: 0: 0          | - - -             |
| Kenneth.                 | 196:11:10         | 100: 0:0          |
| Williams.                | 50: 0: 0          | 50: 0:0           |
| Wages due to men.        | 93:10: 0          | 160: 0:0          |
| Interest. (due Sep. 30)  | - - -             | 12: 0:0           |
| Palmyra Islands Co. Ltd. | - - -             | 158: 0:0          |
|                          | <u>23035:18:7</u> | <u>21780:17:0</u> |

From this last total of \$21780:17:0 we have to deduct the proceeds of this year's produce which I estimate should be worth quite \$450, as there is still a little tallow to send home. This would make the total indebtedness about \$21330. The total value of the produce annually credited to the island has been as follows: in 1890, \$250; in 1891, \$240; in 1892, \$248; in 1893, \$303; in 1894, \$240; making an average of \$270 per annum, which includes the last year.

Wilson offers to take \$2000 down for his debt of \$3000.

The Governor showed me a despatch written to the Secretary of State, recommending a renewal of Mrs. Gill's lease at the old rate of \$20, and has since written me that this will be done as soon as the new Land Ordinance is passed.

Provided that Mrs. Gill can continue to pay Wilson a fair amount annually there would be no advantage to her in our taking over the land. Her other loans are at very easy rates of interest. Mr. Kenneth and J. Williams have agreed to charge her nothing at all.

20. I enclose a copy of a further letter which Mr. Packe has addressed to the Governor on the subject of the Land bill. At an interview with him Mr. Packe mentioned the question of leases in perpetuity, and the Governor suggested that he should embody the idea in his letter, promising to lay it before the Secretary of State.

21. Owing to the arrival of the "Thiringer" I have had to delay the departure of the "Fortuna" in order to be able to avail ourselves of the services of Captain Thomas for surveying. The schooner will be ready to leave tomorrow, and will hardly arrive at Cape Verde in time for Captain Thomas to return by the next



forward steamer. Howland informed me that he would be rather glad to have Captain Thomas with him in Monte Video, so I have decided to tell him to remain there and assist to get the work through as quickly as possible. I propose to get maize, pollard, and harrows down in the Maritima, and provided the price is not too high, about 40 tons of steam coal, and possibly a few posts. On her return we would discharge the coal direct into the Samson, which would be a saving of labour.

21. The British ship "Thirlmere", Captain Madcliffe, (Owners, Messrs W. Louden & Co. Liverpool.) bound from Antwerp to Los Angeles and Seattle with a cargo of rails, pig iron, cement, glass, phosphates and mineral waters arrived in Port William early in the morning of the 14th inst. having met with very heavy damages off Cape Horn. On July 11th the mainmast broke about 4 feet below the head, and fell along the deck, - a terrible smash, the mizen topgallant mast being carried away at the same time. The Captain managed to save only the main topgallant yard and a certain amount of standing rigging. The deck planking was torn away by the mast, leaving a hole about 10 feet by 12 feet, and the Captain decided to run back at once. He put into Good Success Bay, opposite Staten Island, remaining there for about three weeks, clearing up damages etc., and decided to run here. Having a N.E. wind he was able to get right up Port William, where he anchored to the westward of the Harrows about six in the morning, - a very creditable performance seeing that it was still dark. A survey was held the next day, and we towed the ship into the inner Harbour on the 16th for £30. I sent Biggs to the Glengowan to examine her lower mast, but he reports that the fire had damaged it in the same manner as the main lower mast. The mizen lower mast is smaller than that of the Thirlmere, and is shorter. The diameter would not matter much, as the Glengowan's masts are steel and would therefore be strong enough. I must close this despatch today, and will write separately tonight when I shall know what the Captain proposes to do.

I am, Sir,  
Your obedient servant,

ORIGINALS. (Originals per Crellana, July 22nd 1903)

Despatch No. 231

Cash Book for June

Journal "

Indents No. 321

Remarks on Store Debtors

Stanley Ledger Balances, June 30th

Second of Exchange No 2295 on South American Missionary Society  
for £50. 5. 3

Coasting Insurance for June

Stanley Wages Return, June 30

Mr Allan's Report, July 18th

Remarks on Accounts

Statement on Accounts

Specifications & Bill of Lading per Crellana.

Letter to F.R. Cook Esq, July 22nd.

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ORIGINALS.

Copy of Stanley Cash Book for July

" " Journal "

Cash Vouchers East and West Store

Stock Indents No 322

Remarks on Stores

First of Exchange No 2292 on W.B. Waldran for £ 1082.10. 0

Mrs Lear's Cheques on London Joint Stock Bank Ltd for £125 & £13. 8.6

Coasting Insurance for July

Cash Wages Return, June 30th

Mr Allan's Report, August 14th, and copies.

Copy of correspondence re claim for injured horse.

- \* proposed contract for carriage of mails.
- \* correspondence re landing ~~sharax~~ cargo.
- \* letter from Colonial Secretary re Pilotage dues.
- \* Mr Packe's letter to Governor re Land Ordinance.
- \* letter to Dr. Melville Keay.
- \* " " Pacific S.M. Co. Liverpool.

Remarks on Accounts.

Statement on Accounts.

Specifications:-

|        | Wool.      | Skins. | Hides. |
|--------|------------|--------|--------|
| J.H.D. | 126<br>52. | 4      | 46     |

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PANAMA.

August 26th. 03.

Sir,

Since concluding my despatch No 232 the Surveyors have been down to the Glengowan, with the Captain of the Thimble, to inspect the main lowermast thoroughly, with the result that they cannot recommend it. Captain Radcliffe, on my advice, is proceeding to Monte Video by this mail, to place himself in telegraphic communication with his owners as to what should be done. Until we know what they propose to do it is impossible to make any estimate of cost of repairs. The Captain thinks it quite possible that they may send out new masts altogether: in this case we can do the work here, but a good deal of cargo must be discharged. All the 'tween deck cargo, about 500 tons of steel rails, must come out to enable the beams to be put back in place, and cargo from the lower hold must be discharged to enable the new lower mast to be stepped, resulting in a certain amount of hulk hire. If the material is sent out the work ought not to take more than three months at the outside: the cost cannot be estimated until we know exactly what the owners propose to send out in the way of material, rigging, sails and possibly boats.

S. S. Panama arrived at 5.30 last night, and came into the inner harbour the first thing this morning. I have received your telegram PRESENTS PRATTENOTA SACHOT, which is understood. I have cabled to you STYLLING DEVIKASE HARBORITE PANAMA RUSTHINGS FEDERAL THIMBLE LOWEY ESTIMATE HALKING.

P. R. Cobb Esq.

Managing Director.

AMSTERDAM.

3. I have received from the British Vice Consul at Punta Arenas a communication from the Commodore that the Collier St. Hubert left England for Stanley on July 30th with Admiralty coal (1500-2000 tons), oil etc. She will probably be here about the same time as the PROFESSA, but I think we shall have no difficulty in giving her a good despatch.

4. I have included in my telegram a request that you will send more roofing iron, adding the words "wanted immediately" as orders for corrugated sheet seem to take a considerable time to supply. We have several orders awaiting execution at present.

I am,

Sir,

Your obedient servant,

ENCLOSURES.-

Store Inwards No. 322 (supplementary)

Statement on Accounts

Shipping Report

Copy of F.S.N. Account

Specification and Bills of Lading per Panama.



ENCLOSURES.

DUPLICATES. (Originals per PANAMA, August 20th, 1903.)

Despatches No. 252 & 253

Four carbon copies of above despatches.

Copy of Stanley Cash Book, for July.

Copy of Stanley Journal, for July.

State Index No 522.

Report on Stores.

Record of exchange of 2000 on V. B. Wilson, 21032:1070

Account Insurance, for July.

Mr Allen's Report, August 14th.

Copy of Report on Accounts.

Statement of Accounts.

Statement of Accounts, & Bill of Lading per PANAMA.

ORIGINALS.

Statement on Accounts.

























ENCLOSURE.

EXHIBIT. (Original per Fortin, August 23 rd 1903.)

Statement on Accounts,  
 sent to F.M. Cobb Esq.

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ORIGINAL.

Copy of Stanley Cash Book

" " Journal

Copy of Stanley Cash and Debt Book

Copy of Stanley Cash

Copy of Stanley Cash and Debt Book

Copy of Stanley Cash and Debt Book for 1895. 17. 3

1896 " F.M. Cobb Esq. " 1896. 1. 4

1897 " F.M. Cobb Esq. " 1897. 1. 5

Copy of Stanley Cash

Copy of Stanley Cash and Debt Book for July 1898

" " Stanley Cash and Debt Book

" " Stanley Cash and Debt Book

" " Stanley Cash and Debt Book

" " Stanley Cash and Debt Book

Copy of Stanley Cash and Debt Book for 1899

Copy of Stanley Cash

Copy of Stanley Cash

Copy of Stanley Cash

Specifications:—

|           | Feet. | Wings. | Hips. | Tailor |
|-----------|-------|--------|-------|--------|
| F         |       | 38     | 25    |        |
| F.M. Cobb |       | 7      |       |        |
| W.F.      |       | 1      |       | 13     |

F

F.M. Cobb

W.F.

Copy of Stanley Cash and Debt Book

335

Oravia.

13th October

03.

Sir,

I wrote last per California on the 16th ultimo and have received on the 1st instant your despatch No 969.

2. 969-4. Our cash balance at the end of this month will, I think, be reduced to about \$1000.

3. Par.6. I could not after all spare Atherton to go to North Arm in the Hornet with the Port Howard engine and boiler. He examined it as far as possible in the hold of the Hornet, and thinks it would do allright. The outfit is quite complete and practically new, and I hope that Mr Allan will forward you some report on it in his letter by this mail.

4. Par.7. We have no spare tubes here for the Smithy boiler, and it would certainly be as well to have them on hand. I have found Rowson's original specification of the boiler, and send it herewith. Atherton has gone over all the measurements and finds them correct. We had better have say six tubes more than the number actually required in case of flaws or accidents. These might be sent out by the sailing ship, if you join in the charter of the vessel for Port Howard.

5. Par.9. I have not heard anything further as to the new rules for the Canton, but do not intend to let the matter drop.

6. Par.11. I thought perhaps you would have charged the extra 5/- per ton to the S.A. Missionary Society at once, sending a memo. explaining the reason. I will, however, tell the Superintendent that in the absence of the usual facilities for shipping we must either increase the local freight or charge a lump sum for the detention of the schooner. When they had

Y.E.Cobb Esq.,

Managing Director,

London.

2.

Indians there to roll the produce to the jetty, it was, I assume, a different matter.

have

7. Par.13. I should much liked to lay up one of the smaller schooners for two or three months, but have not been able to do so owing to our having to carry the West Falkland Mails, and make arrangements for carrying to their destinations those who have been to England for holidays.

8. Par.14. I enclose a copy of Atherton's agreement, and can only express regret that I should have misinterpreted the intention of the Board as regards the grant of return passages. At the same time, I cannot help saying that, following the strict wording of the agreement, the interpretation which I and Atherton put upon the clause was not altogether unreasonable. It runs as follows:- "And on consideration and on condition of the true and faithful performance by the said T.H. Atherton on his part the Directors . . . . agree to provide an unfurnished house . . . . and pay . . . £15 a month, provided his conduct is satisfactory, with a free passage out to Stanley for his wife and child, and a free passage home for himself and family at the expiration of this Agreement." In this case the passage is not a reward for long service, but the words "in consideration" seemed to me to indicate that the passage was part of the reward for the three years' service and was an integral part of the contract just as the wages and the house, and this view is strengthened by the use of the word "Agreement" at the end of the clause, instead of the word <sup>trust</sup> "Service". I think that in any future case the wording of the Agreement will be altered so as to express more clearly the intention of the Directors as regards the passages. We might in the future have some case taken into court, and it would be well that there should be no ambiguity or room for doubt. The following is not improbable:-

An employee under agreement like Atherton might come to me saying that on account of his wife being ill, he felt compelled to take her home for advice, that he could not afford

3.

to pay the passage at that time, and consequently in order to obtain the passages to which he was entitled on the expiration of his agreement he must himself leave our service and go home with the family. He might not want to leave himself and might be a good servant, when we should like to retain. We should be compelled in that case to pay all the passages, and would be put to the further expense of sending out a successor, whereas, as you yourself say, the man might have stayed in the Islands, and we should then have saved his passage at all events. A further point, following your definition of the grant of passages, is - supposing the man after completing his agreement and continuing his services for a while should die, could I refuse under the agreement to grant passages to the widow and family to which they would have been entitled had he lived and elected to go home?

9. Par. 15. The Fortuna seems to have had bad weather on the voyage up, although she made the passage in nine days. The work seems to have taken considerable time and had unfortunately been delayed by bad weather. Rowlands told Mr Miller on the "Brits" that for three days they had incessant rain and could not do a stroke of work.

10. Par. 16. I have heard nothing more as yet as to Messrs Brown & Blanchard's offer to run a local steamer here - if they do take a contract it will prevent our raising our rates, and you will have learned from my last despatch that they have offered to take wool from any port to London for 30/- per ton.

11. Par. 18. I have gone over Captain Robert's letter with Mr Girling, who is very surprised at the contents, seeing that there was scarcely any unpleasantness as far as Mr Girling was concerned during the stay of the Rhuddlan Castle here. Soon after his arrival, Captain Roberts expressed some dissatisfaction that the work was not started at once - unfortunately the typhoene was here and all hands were engaged for her, with



4.

the result that the Rhuddlan Castle had to wait for three weeks. Subsequently, there was a disagreement as to the sails - they had been cut out and taken in hand in the loft on shore and the Captain asked Mr Girling to estimate the cost of finishing them, and to charge this amount in the account paying him the money, he undertaking to finish the work on board by his sailmaker on the voyage home. This, of course, was refused, and as a matter of fact the Surveyors could not have given a final report until they had actually seen the completed sails which according to the first survey were considered necessary for the voyage. Some work was done on board by the ship's carpenter and sailmaker, and the calculation of the value of this may be the paper in Mr Girling's handwriting to which he alludes. He was paid for this work and received the usual 5% £ on stores purchased. He left here on apparently excellent terms with Mr Girling - in fact presented him with a small book dealing with General Average. On Captain Thomas's return from Monte Video, I will question him as to his relations with Captain Roberts. The fact of the matter is that Captain Roberts need not have put in here at all really - he was homeward bound and might have patched up his sails sufficiently to have completed the voyage. He was, however, unwell, believing himself to be suffering from venereal disease and badly wanted to consult a doctor. It turned out that his fears were groundless, and he regretted that he had put in at all, more especially as the work could not be commenced for three weeks. No doubt his owners discovered this and dispensed with his services. The statements that he was in a fainting condition when he signed the accounts and that the draft he signed had not been filled in are absolute fabrications.

12. I reported last mail that we had had trouble with the Sissie's boiler, and I intended sending by this mail full report together with full particulars of the dimensions of the

boat. We have replaced some of the rivets by studs and succeeded in running her for the last mail; after this steamer has left I intend to beach her and draw the tail shaft for examination. We know that this is slightly bent and hope to be able to put it right.

13. The "Saint Hubert" left here on the 24th ult. I enclose a copy of correspondence which took place as to the discharge of the cargo. The Captain admitted that he had no legal claim for demurrage but intended to advise his owners to appeal to the Admiralty for some allowance for the delay, which was really caused by the unfinished state of their depot here. Whilst the steamer was in port we managed to land 800 tons of the coal, and the remaining 1200 is still afloat in our hulks. Before landing this I should like to consult Commander Jervoise of the "Nymphe", and hope to receive an answer from Commodore Finnis. The discharge from the hulks into lighters too will be greatly facilitated by using the steam winch of the Great Britain, which will be in working order before long.

14. Assuming that you will join in the chartering of a sailing ship for Port Howard, in the same way as the "Emilie", we are sending by this mail indents for goods that might come by her. If you are not likely to take this course we should be glad to be informed without delay, as in that case we would revise the indents and send only for our immediate requirements by steamer. We shall require more bulk house coal before our next winter commences, - the house coal we have in bags is stored afloat for orders for Darwin and the West Falkland, and we should prefer to reserve this stock for trans-shipment, and have about 200 tons in bulk by sailing vessel which can discharge alongside our jetty.

15. The Chilean Training Barque "General Bagedano" from Coquimbo to Capetown, arrived here on the 8th inst and left on the 11th. They purchased a few provisions but no coal, as they are sailing the whole way. The Chief Engineer was left behind to return to Valparaiso as his health seemed bad, and three hours after the vessel left he committed suicide at the Ship hotel. As Consul for Chile I have to attend the inquest, and I fear a

6.

Good deal of my time will be taken up just at the closing of the mail.

16. H.M.S. "Nymphe" arrived here on the 10th for a stay of about six weeks. I received by her your telegram FICTIONISM (1) FICTIONIST AUSTRASIA PANAMA TRAUMHANT.

17. Captain Dougall, representing Messrs Lowden & Co., arrived by the Orita, which brought the new mainmast and spars for the "Thirlmere". We arranged, after some discussion and opposition from Captain Hayes of the Orita, to tow the Thirlmere to alongside the steamer, in order to put the new gear straight on board. With fine weather we were able to accomplish this without a hitch, the discharge of the spars occupying only two hours. The Thirlmere was towed back to her anchorage in the afternoon, and as the general cargo was not all out of the Orita by dusk we towed a lighter into Port William and completed the discharge there. By so doing, we saved the steamer quite seven hours, (as she was able to leave at 11 p.m. instead of 8 a.m.) and I think the P.S.E. ought to recompense us for this expense. It is true they pay the extra cost of labour, but the expense of keeping the Samson going for six hours overtime is heavy irrespective of the risk both to her and the lighter in Port William after daylight.

18. Captain Dougall received at Monte Video telegrams from Messrs Lowden and the Underwriters, showing that the report of survey had alarmed them considerably, and that Messrs Lowden were desirous of abandoning. He was instructed to cable the probable expense and not to commence work without further instructions. Their estimate of the expense was, however, very exaggerated, and Captain Dougall, after a thorough look round here, was satisfied that the work would not cost more than one half the amount mentioned by them. He decided, therefore, to commence at once - he has discharged into the wharf about 300-400 tons of rails from the 'tween decks, and now has sheer legs rigged up ready to step the mast. We are

7.

utilising all we can from the Clengowan, and the mast coamings especially have come in most handy. We estimate the work should be completed soon after the end of November and the possible disbursements here at £2300. It has been quite impossible to arrange any general contract in this case. We may be able to do certain small jobs by contract, such as rail or repair of boat, and replacing of deck, but possibly it will not be found to be worth while. I think that so far Captain Dougall is satisfied with the way the work is progressing. I have not thought it necessary to cable you the estimated disbursements as Captain Dougall is cabling this to Messrs Lowden.

I am,

Sir,

Your obedient servant,



ENCLOSURES.-

DUPLICATES.-- (Originals per California, 16th September 1905.)

Copy of Despatch No. 234

Copy of Stanley Cash Book for August

" " Journal "

Store Indents No 223

Second of Exchange No. 2298 on Wm. Munzie for \$325. 17. 3

" " 2299 " Wm McPatrick for \$358. 1. 9

" " 2300 " C.H. Lempson & Co., \$1812. 5. 2

Coasting Insurances for August

Copy of Survey Report - Ship "Australasia"

Mr Allan's report September 12th

Remarks on Accounts

Statement on Accounts.

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ORIGINALS.

Copy of Stanley Cash Book for September

" " Journal "

Cash Vouchers West and East Store

Stanley Ledger Balances to September 30th

Store Indents Nos. 324 and 325

Remarks on Stores and Replies to Remarks

First of Exchange No 2301 on J. & J. Coffey for \$470. 2. 2

" " 2302 " S.A.M. Society " \$115. 1. 5

Ship "Australasia" Accounts

Copy of S.A.M. Society Accounts

Copy of Survey Report Ship "Australasia"

Copy of correspondence - S.S. "Saint Hubert"

Copy of T.H. Atherton's Agreement

Coasting Insurances September

Stanley Wages Return - Quarter ending 30th September

Specification of Boiler (Asia 21st September 1889)

Letter from Captain of "Hindallan Castle" returned

Copy of letter from Western Telegraph Co.

Mr Allan's report of October 10th

Shipping Report

Statement on Accounts

Specifications:- 25 7 skins and F.B. 3 Bales of Skins



"WAIWERA"

October 29th. 03.

Sir,

I wrote you last on the 13th instant, per ORAVIA, and received today per PANAMA your despatch No 970, letter of the 2nd inst. and telegram WAIWERA WELLINGTON OBESSAO JOHN MARKHAM DEAN DEROSER CERTINATIO IMPIASTRO SENTAREMOS OBTAINABLE SEMISTI PROHIBAIS.

2. The PANAMA arrived at 6 a.m. and the WAIWERA anchored in Port William about noon. I sent the Pilot out in the course of the afternoon, and the latter was anchored in the inner harbour just before the PANAMA left. We are commencing work on the "Waiwera" at once, and shall get the surplus fodder and as much of the pens as possible on to lighters tonight. The sheep will be placed on the lighter's deck at daylight in the morning in order that the steamer may get away early. We should have been able to give her as good despatch as the "Rangatira" had her arrival not coincided with that of the outward mail steamer.

3. The ewes died on the voyage, otherwise the sheep are in excellent condition. The "Waiwera" has experienced exceptionally bad weather, and great credit is due to Captain Stuart for the care taken of the sheep. He placed many of them below, as space became available through the consumption of coal, and I think he is deserving of some recognition of this. This is, however, a question which I feel should be left to the Director. The Governor has given permission for the ewes to be quarantined in an enclosure at the end of the dockyard, - the rams will go to the old brickfield for the immediate present.

I am,

Sir,

Your obedient servant,

J. B. COBB Esq.

Managing Director.

W.D.M.



## Enclosures.

DUPLICATES. (Originals per ORAVIA, October 14th.)

Despatch No. 255.

Copy of Stanley Cash Book for September.

Copy of Stanley Journal for September.

Stanley Ledger Balances to September 30th.

Store Indents Nos 324 & 325.

Remarks on Stores and Replies to Remarks.

Second of Exchange No 2301 on J. & W. Goffey for £470:2:2

do.

2505 on S.A.M.S. for £115:1:5

Ship "Austrasia's" Accounts.

Copy of Surveyors' Report - Ship "Austrasia".

Coasting Insurances for September.

Stanley Wages Return, Quarter ending September 30th.

Mr Allan's report of October 10th.

Statement on Accents.

Specification and Bills of Lading, Shipment per "Oravia".

227

Victoria.

November 10th 03.

Sir,

I sent you a short despatch by the S.S. "Waiwera" on the 30th ultimo.

2. 87-3. I enclose copy of correspondence with the Secretary of Lloyd's Register of British and Foreign Shipping last year as to the survey of the Samson. They have been in the habit of sending out the form of Report, and we have always awaited this in order that the Surveyor may answer the specific questions put, which include enquiries about the engines as well as the boiler. I have now written a letter, copy enclosed, in which I suggest that they should let me have a spare form in order that the survey may be held whenever an opportunity occurs as soon as possible after the due date.

3. Par. 5. At the end of last season (April 1903) we had on hand 324 tons of coal which the Admiralty were supposed to take, and I think we ought to retain most of it if possible. Our total stock is now well under 350 tons, as we have burned a fair amount in the Smithy lately in addition to the consumption in the Sissie and Samson. Commander Jervoise of the K Wympe informed me that he has instructions to take what coal he requires from this stock, and says the Commodore thought we should prefer to get rid of it. He has requisitioned for about 150 tons in about a week, and I hope that we shall be allowed to retain the remainder. Would you write to the Admiralty about this, as the Commodore is probably somewhere between Cape Town and Sierra Leone.

4. Par. 7. It is absurd, I think, to suppose that the operations of Canadian Sealers affect the Falkland Islands seal

F. E. Cobb Esq.,

Managing Director,  
London.

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at all and the supposed protection of Mrs Hansen's interests and those of Argentina was only a pretext to get money. The Governor admitted that the duties would not be paid to Argentina by way of compensation for damage to their seal, nor would Mrs Hansen get any I am certain. I have been informed by Mr Stubenrauch that the Chilean authorities would not permit the skins to be shipped from Sandy Point, but have heard from Monte Video that the Uruguayan Government will raise no objection to their shipping their catches from Monte Video. If this is so, we shall not see them after next January.

10. I am glad to have the information as to landing and agency charges and rent at home; we are now charging on this basis for private shipments of goods as in the case of Port Stephens and Pebble Island. There is no sign as yet of the repairs to the Stone Jetty being commenced, and I hope it will remain in abeyance for some time.

5. Par.12. I enclose a copy of the letter from the P.S.N. as to the local coaster and my reply. The Governor's latest proposal to halve the number of calls of ocean steamers and to run the Naparua locally for a total subsidy of \$5500 is, I think, a very fair one, but it is fairly certain that he will expect a contract containing the same conditions as regards freight and passages as that originally proposed to Messrs Braun & Blanchard. I hope to learn something further as to the result of his negotiations with them, for if they have failed, the P.S.N.C. can afford to stiffen their attitude somewhat. You will see from Ordinance No.10 of 1898 that if a local steamer runs here, he could compel her to take mails at a 1d per letter - of course, she could not run to Fox Bay regularly, but if he does not get his own way as regards the terms of the contract, he may retaliate by trying to get the mails taken without paying a proper subsidy. I must say, however, that latterly he has appeared to be more reasonable generally - this may be due to the fact that his Acting Colonial Secretary etc, Mr Thompson, is so absurdly unreasonable in every



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way that he has to counteract it a little. I propose to await information as to how the P.S.N. receive his amended scheme.

7. Par.14. I am charging Port Stephens for storing their produce, and shall have to charge extra for sending a schooner & round specially with their goods. I have been informed that they have promised their produce to Braun & Blanchard for shipment by the German line from Sandy Point. If they send outward cargo (stores etc) there for trans-shipment to Port Stephens in Braun & Blanchard's steamer they will have a bad time with the Collector of Customs here. Speaking of Mr Carpenter's management, the Governor told me months ago that he could not get the probate of Mr C.M. Dean's estate settled, - he had treated Port Stephens very considerably indeed in waiting so long, and if the question was not settled soon he would treat it as an intestate. I told him that although I did not wish to see anyone harshly treated, I hoped if he were inclined to mete out generous treatment he would reserve it for those who had always assisted the Government to carry out the laws.

8. Par.15. When at home, I certainly understood you to say that you did not regard the Butchery business as being of much advantage to us, and that provided Mr Packe would supply us with butter for ships you did not see much in it. I think that £15 per annum is much nearer the value of the grazing than £50, in view of the disturbance to the sheep by the firing. Mr Packe reserves Port Harriet for cattle, - I will discuss the matter with Mr Allan when he comes in.

9. Par.16. Mrs Gull's lease will not be renewed until the new Land Ordinance comes into operation, and it would be no advantage to her for us to take up the mortgage at 6%. She pays Nilsson and Maguire 2½%, Waldron 4%, King 5%, and the rest nil. (A total of £34 per annum). The proposition was that we should purchase Nilsson's mortgage of £900, with interest at 2½%, constituting an absolute first charge on all the property and live stock, for the sum of £700 down.



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10. Par.18. The work on the Thetis is progressing as satisfactorily as could be expected. The blacksmiths' work retards work naturally as we cannot with our limited facilities put it out fast enough, but so far there has been no serious delay. We are hampered in one way by want of water for the Smithy boiler, having had no rain for weeks. The fixing of the lower deck beams is giving more trouble than we expected, and Captain Dougall would have done better to have discharged rather more cargo into the hulk. At present I see no reason to anticipate that the expense will exceed the estimate we formed. It may interest you to know that the freight charged by the F.S.S.C. on the Masts and Spars per Otita amounted to no less than £750 and 10% - £825 !!!, that on the Rigging and Sundries £76, making a total of £901 for freight alone. We shall eventually incur the odium for this, which will swell the total expenses enormously, and the Owners and Underwriters will say "Falkland Islands again".

11. Par.18. I note our position in the event of a hulk or schooner dragging in a gale and doing damage to any other vessel in the Harbour, and will see that Captain Thomas has a periodical examination of moorings and enters the same in his diary.

12. Par.18. It is indeed good news that we may receive the Enola G.'s account after so many years delay.

13. Par.20. The Governor has not yet made any further announcement as regards the Land Ordinance, and the Colonial Office may have had something further to suggest before it is passed in its final shape, or he may intend to await their reply to Mr Packe's later letters. Mr Felton seems convinced that there are some Goldsworthy's left in the Colonial service and that we may have another out here.

14. Par.21. Mr Gorton returned in the Panama and has resumed his duties in the Store. No doubt a shed at the head of the East Jetty would be an advantage, but I did not think

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We should be justified in going to that expense, and until I felt satisfied that either the work was indispensable or that we should reap sufficient advantage to recoup ourselves in some way for the expense, I should not write to you about it. As Mr Gorton was going home, I told him he could mention the idea to you. We have plenty of storage at the West and I wish some of it were at the East end instead - we find the disused Carpenters' shop very useful for sails. I take the opportunity of mentioning that I have incurred some expense in the Wood Shed at the East end by constructing right through it a gallows or skids, which enable us to use the upper half of the building. Hitherto, we have had wood stacked on the floor only and one half the accommodation has been wasted. We are now able to keep all the wood under cover and have it properly sorted into lengths and sizes, thus saving a lot of handling. The amount spent requires to be separated into that expended on the improvement of the building and the cost of labour in restoring the wood, which had become necessary.

15. Par.23. The continued improvement in the price of wool makes the general outlook here much more cheerful - this year's clip will most probably be short as most farmers commenced the Winter of 1903 with less sheep than in 1902, and in connection with this the following figures showing the total clipping tally of the Colony for the last few years is instructive

|      |         |
|------|---------|
| 1895 | 861,359 |
| 1896 | 791,442 |
| 1897 | 794,808 |
| 1898 | 807,211 |
| 1899 | 779,911 |
| 1900 | 778,026 |
| 1901 | 762,357 |
| 1902 | 713,934 |
| 1903 | 680,309 |

showing a diminution of over 14% in 5 years. Although this last figure is very low indeed it is quite certain that the losses during our last winter are much less than the average, and the unprecedented fine weather during that period has been very favourable to a good growth of wool per sheep. I feel

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sure that the recent slump in prices has been a lesson to all farmers here and that all of them are most anxious not to show such debit balances in our books again. I am glad to see from the Gazette just issued that the Governor is collecting only  $\frac{1}{2}$  of the sheep tax this year. I had asked him to publish a detailed statement of the expenditure of this fund, but it has not yet appeared.

16. Par. 23. I sent you a short despatch by the Waiwera reporting the arrival of the sheep. Her arrival on the same day as the outward steamer was embarrassing, and she had to remain a night. We expected her to leave early next day, but owing to Wilmer having anchored her too near the South shore, she did not get away until high water about noon. I enclose a copy of Dalgety's letter - you will note that they stated that the Stock Inspector's ~~Animal~~ Certificate had been handed to the Captain, but this had evidently been forgotten as he could not find it among his papers. All the sheep were landed under the supervision of the Stock Inspector, who afterwards overhauled all the earmarks and re-marked them in order that there can be no dispute as to the sheep for the different consignees. Neither Mr Packe or myself had had any opportunity of discussing quarantine arrangements with the Governor, as we were both away from Stanley during the 10 days previous to the arrival of the mail. I wanted to see Mr Allan to discuss various matters and did not think for one moment that the Waiwera could have been here so soon. Mr Packe has applied to the Governor for permission to have his rams in his own paddock. I do not propose to say anything on the subject until Mr Allan's arrival in Stanley, and I hope to be able to report further as to this before the mail leaves. We have not as much surplus fodder with this lot as we had by the Rangatira, and it is therefore to be hoped that the period of quarantine will therefore be curtailed.

17. Par. 24. I am glad to be able to report that the oil engine and lathe have been landed without damage, and wish we

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could proceed with the work of setting them up. The carpenters will be fully employed on the Thirteenth until the end of this month, and it will be necessary to construct a good solid foundation in the Cooper's old shop. Atherton had to wait for the small pipe fittings before being able to complete the Great Britain boiler, which will be finished very shortly now.

18. Mr Allan told me that the engine and boiler purchased from Mr Mathews works well and is in every way suitable. I reported that he asked \$50 for this.

19. I had a good look round at Goose Green with Harris, and was glad to note that the machinery was well looked after - quite a transformation from Noble's time. The boiler is well kept inside and the damage to the furnace tubes is not much. Harris is very careful to keep the boiler clean and the corrosion that had taken place will not increase.

20. I discussed with Mr Moir the question of the renewal of his Agreement - the point that he is most anxious about is that he should be given return passage after another five years' service. In 1889-14, you say that schoolmasters have return passages given to them, but Mr Moir's original Agreement (copy of which is enclosed) did not include this; and I think it somewhat of an anomaly that the travelling schoolmaster, a much inferior man in every way, should have return passages and that Mr Moir should not. With return passages and an increase of salary of \$10 Mr Moir would feel satisfied, and I trust that the Board will sanction the renewal of the Agreement on these terms. I allowed him to credit his account with one half of the \$10, which I reported he had lost by an error in making up a man's account, and I should like when his Agreement is renewed, to allow him to credit himself with the remaining \$5. Such errors are not likely to occur again, as Mr Allan and he will audit the books together regularly.

21. Knowing that the Directors take an interest in the



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welfare of the employees I feel sure they will be pleased to hear that the Darwin and Goose Green men have gone in for cricket and football with enthusiasm. It is three years since I have been at Darwin and I could not help being struck with the difference, - immediately after their tea the men turn out of the cookhouse and practice cricket until dusk, being joined frequently by Mr Allan, Mr Jameson and Mr Moir. On Saturday afternoons they play matches instead of, as in former years, spending the time riding horses over the camp or soaking in the cookhouse.

22. The "charges" in England on outward cargo are much higher in proportion to the freight than formerly, due of course to our having to ship from Liverpool instead of London. Could you give me some particulars as to how these are made up? If goods are f.o.b. Liverpool I assume the charges must be small, - if on the contrary we have to get them in London and forwarded to Liverpool the charges on some goods must be very high indeed. It would assist us considerably if you could give us fuller details especially in cases where charges are unusually high.

23. I am glad to report that the Commodore has agreed to give us 7/6 per ton for landing the coal from the "Saint Hubert". A copy of his letter is enclosed.

24. I reported by a previous mail that the Sissie's boiler was leaking so badly that we were not able to keep steam. The boiler has leaked more or less ever since the doubling plate was put on at home, and it cannot have been properly caulked on the inside. This could not, of course, be remedied now without removing the tubes, which would entail eventual re-tubing, as the present ones could not be put back. The doubling plate has been caulked all round from the outside, but this is not effective as the pressure from inside blows it out again and, being near the rivets, we cannot caulk much more. The worst



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leak was on the doubling plate round the mud-hole door, and we have had to knock out three rivets and replace them with studs. By this means we are able to hold out again, but it will probably not be for long. Atherton says that this boiler has been spoiled somewhat by the position of the feed valve, which Noble placed below the firebars. With a high pressure of 80 lbs of steam and no condenser we are continually pumping in very cold water (from 40 to 45 degrees) causing a good deal of contraction. This stream of cold water passes along the bottom of the boiler, which even with a high pressure of steam remains comparatively cool, - one can always keep one's hand on the bottom of the boiler. Another defect is that it is set so low in the boat that nothing could be done to the bottom part without raising from its bed, necessitating the cutting of all connections.

As regards the engines, it is unnecessary for me to refer back to old correspondence, but you are aware that they have been patched many times. When the boiler was sent home the engines were thoroughly overhauled and repaired, and Atherton said they would do their work for twelve months certain; the pin-holes had, however, been reamed out so much that they would not bear any more, and it was about the last time that anything could be done. They have run now for 18 months, and have done more than the average amount of work during that period, at one time having run continuously for two months for Mr Hayes. The time has now arrived when they must be replaced, and as we have a competent Engineer here there is no reason why we should not have a two crank compound surface condensing engine, which would save the boiler and coal as well.

In your despatch No 929-11 the question is raised as to whether she is worked at a profit. It is difficult to say absolutely whether this is so or not, - with the Samson, Smithy and the Great Britain we must have an Engineer and assistants, whose labour is also available for the Sissie. The latter is,

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with the mail work really now indispensable -- when the outward mail arrives we have to take off the officials and get the mails (now always 40 packages) to the Post Office immediately, that is to say, we have to satisfy the Government. The steamers also require to be satisfied, and whilst we are attending to the mails the Samson tows lighters alongside. The Sissie is then available again for conveying passengers to and from the steamer, and a work for which the Samson is not suitable and would moreover be expensive. She therefore goes to her moorings until required again for towing the lighters from the steamer, the crew meanwhile working in the lighters. The Sissie is indispensable again for despatching the steamer. The receipts for passages are not inconsiderable and would be more if we charged our clients for the use of the boat when they wish to go to the steamer. It has not been usual to ask them to pay and certainly a charge of a few shillings would look very mean. In the despatch alluded to you say it is questionable whether it would not be better to replace her by a newer boat rather than patch, and two months later in 1881-82 you say that you knew of a very suitable launch, triple expansion, going for £400 to £500. The Sissie's hull, though old, is still good and would bear new machinery, and we have the advantage of knowing exactly what she will do. We ought not to have a smaller vessel, in fact she might with advantage be somewhat larger. I should imagine that a boat going for £400, with triple expansion engines, would either be not very large, or for that price would not be in first class condition, and on the whole should prefer to refit the Sissie with new modern engines, which would be much less expensive even with the repairs to the hull. The boat would require a new deck -- that is to say, we might just as well renew the deck at once as in two or three years time -- about 4 new pieces of outer planking, repairs to that part of the deck house covering in the boiler, and renewing the parts on which the bed of the new engine would rest. We have enough yellow pine decking left over from that sent for the Fair Rosamond to re-deck the Sissie, and I estimate that material and labour for the hull

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would amount to about £70 to £80. When Carpenters are available, I will have the engines taken out for a bushing up to make them spin out another six months, and whilst Atherton is doing this, will have templates made in order that there can be no further question of misfit engines. I feel that the expenditure on machinery this year has been heavy and that a request for new engines and boiler may be rather inopportune. The Board will know, however, that we have screwed the last ounce out of the Sissie, and that to work her much longer in her present state is tempting Providence. The absence, too, of any official inspection here, in my opinion, make our responsibility all the greater.

25. I much regret to learn the news of the death of Mr. J. M. Dean, although at his very advanced age this was not altogether unexpected.

26. On the receipt of your request for information as to the number of sheep obtainable for shipment next February to April, I sent a circular letter to the farmers and on receipt of replies from them I will send a cable. I doubt if many will be able to give any definite figures until after they have completed lamb marking.

27. The Fortunax returned here on the 6th after a passage of 10 days from Monte Video - I enclose a copy of Mr. Morton's letter covering the accounts which are undoubtedly heavy, seeing that the cost of the metal has to be added. Since she returned it has been blowing a perfect gale, the 8th (Sunday) and the 9th (King's Birthday) are both dies non, and I may not have time to go into matters before the mail due on the 10th. I am therefore closing the despatch on the 7th, and may be able to write a further supplementary despatch if the mail is not in to time.

I am,

Sir,

Your obedient servant,

ORIGINALS.

Copy of Stanley Cash Book for October

" " Journal "

Cash Vouchers East and West Store

Store Indents No 324

Remarks on Stores and Replies to Remarks

Coasting Insurancees for October

Camp Wages Return, Quarter ending 30th September

Specia of Mr Moir's Agreement

Copy of Letter from Commodore Finnis

" " R. Sturgesmarch

" Correspondence with Collector of Customs

" " Lloyd's Register

" " P.S.N.C. re steamer

" Letter from W.E. Morton

" " Dalgety & Co.,

Mr Allan's ~~Initial~~ Report - November 5th, and copies.

Shipping Report

Remarks on Accounts

Statement on Accounts

Specifications:-

Skins.

P.I.C.

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D.H.

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F.H.

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\* J.F.

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J.P.F.

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ORISSA.

December 8th

03.

Sir,

I wrote last per Victoria on the 10th ult. and have received on November 28th your despatch No 971 per Orissa.

2. Par.3. We are endeavouring to arrange for a supply of fresh water for the boiler on the Great Britain, but find considerable difficulty. We do not catch much off the boiler house as the reef area is small and a good deal is blown away by the high wind, and are trying to arrange for a supply from off the forecastle. I had hoped to catch rain water falling on the upper deck by running it into a tank on the main deck, but fear this may be too expensive.

3. Par.4. I had a discussion with Mr Allan about the cabin, which he would like to have at Darman. The carpenters have been very fully occupied with the ship repairs which are still going on, and even when these are completed we have a good deal of work for them in Stanley. Mr Allan has asked for a couple of them to work temporarily on the farm - the number of carpenters in the Islands has decreased of late years.

4. Par.5. I am glad to learn that the question of our land on the North side of the Harbour has now been settled with the Admiralty.

5. Par.7. I send you herewith a return of casks of beer imported into the colony (exclusive of our own) during the last 12 months. You will see that the beer imported by the cartons used to be ~~imported~~ shipped by Escombe Brothers, Shipping Agents for the Army and Navy Co-operative Society. I believe that that was ~~Escombe's~~, but for the last 12 months they

F.E. Oake Esq.,

Managing Director,

London.



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have imported only Younger's. (I had thought some of this was from Bass). Williams has imported from Bass direct in January, March and May quantities of 25, 30 and 25 Hogsheads, which is much smaller than our order. I know however that he has not been able to get any of late as he has purchased from us, and this agrees with the statement of Bass's representative that they do not ship after April, as Williams has evidently had to wait for the Autumn brewing. I do not know how the Canteen managed to get Younger's beer; it is shipped by Younger themselves, and possibly they found that Williams' sale was not large and they withdrew the sole Agency from him. As regards Freight, the F.S.S.C. wrote me as follows:- "So far as concerns the freight debited to the F.I.S. on such shipments, we may say that the same was not suggested as a concession upon the agreed rates, but as a means of obviating discussion as to the measurement of packages, and simplifying the freight calculations." Their original letter certainly gave me the impression that the quotation of 15/- per Hogshead was a concession to us, and I replied that I did not think much of it. I think we may as well keep to Bass for the present, but will bear Allsop in mind when we order the next lot.

6. Feb. 19. If you do not send a sailing ship, we could really cart in our indent fairly considerably, and although it will most likely be too late I am sending a list of goods that may be struck out.

7. Feb. 20. We are very grateful to the Board for having so promptly come to the decision to replace the Sissie by a new boat. This is the more opportune as our fears that the patching of the boiler would not last were realised in a most uncomfortable way when she was running for the last steamer. The leak broke our way badly whilst waiting alongside to bring us on shore after despatching the steamer, and it was touch and go whether she would keep steam sufficient to fetch the jetty. The boiler leaked so badly that the water was over the cabin floor - the Governor, who was with us at the time, had

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heard from a friend in England that you were sending out a new boat. I have decided not to attempt to run her again, we have scratched through without an accident and will rest on our laurels. The Plymouth boat will be very suitable indeed, and we hope that a cargo steamer will bring her out shortly. My despatch 237-24 will have given you some explanation of the reasons for the failure of the boiler. Hele always stated that he had doubts as to the condition of the bottom, but could never be spared long enough from the Farm to raise the boiler for inspection. Of course, Kelway at best is entirely untrained, and has no notion of how to manage machinery, but with a certificated Engineer here you can rely upon this now being well looked after. Atherton has his faults, but he knows his work well and what he does is well done, though he seems to be a long time about it. At the same time, it is only fair to him to acknowledge that all our machinery previously to his arrival had been allowed to run down, and he had to make all sorts of shifts. We had no stock at all of Engineer's requisites such as pipes, connections, pit cocks etc, and he has had to make all his fittings without even a lathe to work true. It is quite possible therefore that any other man would have taken just as long. The Sissie's boiler might be able to do work if stationary - the leaking is always at the new patch which cannot be got at without raising the boiler. This entails taking out the deckhouse and having a lighter alongside with a derrick, costing more in labour than the work is worth.

4. Par. 31. I can give you now a fairly accurate account of the Weddell Account without waiting until the end of the year, as we have latterly gone into it at Mr W.S. Williams's request in order that he might know how much remained of the \$1100 allowed him for expenses. The debit balance is now \$875, to which we have to add the following items, Interest \$50, Store Account \$115, Schooner Freight \$10, undrawn balance of \$1100 allowed \$50, making the total debit \$1110. From this has to be deducted the proceeds of 24 bales Sheepskins, say \$200 to

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\$250, leaving the debit balance well under \$900 as against \$1490 at the beginning of this year. I ought to point out that I believe that Mr Williams has not been able to fully draw his salary as Manager as the \$1100 would not run to it, and it is possible that there may be balances due to the est. I will write to him and ask him to let us know the amount of the liabilities of the Station, locally at the end of the year. I think myself that \$1100 is not sufficient to run the place, especially when you have to pay interest on an old debt out of it.

9. Feb. 23. I do not think we can register a telegraphic address at Punta Arenas. I will ask Stubenrauch to let us know as soon as a telegraphic office is open there. Until the wire is complete I think it better to pay the extra cost via Gascon - rather than risk the miscarriage or mutilation of the message through a telephone.

10. Feb. 25. I am glad to have this information which was passed on to the West Coast Manager at once. Mr Sharpe had written asking if we thought wool should be sent home in cargo boats this season - I replied that it suited us well, and that we should like to have a steamer here to catch the March sales. I have suggested January 25th as the date of arrival, and have named 1500 bales as the probable amount to be shipped.

11. Feb. 27. On receipt of your cable I circularised the farmers, but have received only two replies - Mr Smith of Johnson's Harbour would sell 1200 to 1500 at 7/-, Mr Cameron 2000 to 2500 at 7/6. Messrs Stickney Brothers cannot give an answer until after lambmarking, and Mr Allal was in a similar predicament. He now writes:- "I hardly know what to say about the live sheep business - no doubt we shall have 2000 to 3000 decent wethers to boil down that come out for age, but could do nothing until the middle of March, moreover it is the bad kind of the sheep I want to get rid of. I would not undertake to sell any wethers this year under five years, but any of that age that are fat could be sold at 8/- each in Britain

B.

"Maritime Trade and the balance reported by the buyer would be sent to George Brown. Delivery at end of March." I am therefore in considerable doubt what to cable you in reply. The fact is farmers here hesitate to cull themselves until after lambing is completed, and the severe winter of 1903 reduced the numbers (especially of fairly young sheep) so much that farmers are not very anxious to dispose of their stock. I can therefore only give 6000 sheep at 7/6 each, this being the average price quoted so far.

18. Mar. 26. I had already told Captain Thomas on the receipt of your last dispatch that you were assured of his not having given further details as to the repairs to the Foremast. He told me that he quite understood that Mr. Bowland was writing fully by each mail, and that it was not necessary for him to do so. I have now told him that Mr. Bowland had written that it was his duty to have written fully whether the mast did so or not. I fear that Bowland was responsible for not writing up the second mainmast, it was in the last major repair and would have been finished in time for him to take. After the heavy rain they got going up the mainmast poles considerably, split the mainmast, and they went up with a try-mast. This mainmast was really past repair and a new one would have been wanted in any case. I feel satisfied that the repairs have been confined to necessary work, her rail split going up and three new stanchions were found to be necessary. When in the dock it was found that the master post was split, and it is a matter for congratulation that this was found for it would not have held on for long. The false keel was gone and part of the forefoot. The channels had to be taken off when in dock, as with the heavy seas they have at Montevideo they could not have blocked up the rigging with her tall masts. Without the support of the rigging the masts would have been rolled out of her. The bolts of the chainplates were found rusted away in some cases to half their original size and had to be renewed. Only every other beam in the deck was caulked.



6.

of course after they had come out of dock. It was not practicable to get the work done by contract as it was not possible to estimate exactly what work had to be done - for instance, we could have anticipated that 25 boxes of tinware would have been put into the cases, the bolts or chainplates had to be taken out to be seen, and a leak under the tailrail had to be discovered and put right. Both Sullivan and Thomas were at the spot watching the carpenters and assured us that there was no looting. The old metal was extremely well taken care of, and I think we might have the best sheets and copper the Admiralty has with it, making the balance none for mail sale. I wrote privately to Weston to let him know that we would pay what we could, and I do not think that anything of this sort had been done. I will write again by this mail and mention all on the point.

13. With reference to your No. 9 the Governor desires that the proceeds of section 17 be not assigned to Herbert Packer and the Grants of Section 17 and 18 are as follows:-

Section 17. Crown Grant No 142 to the Falkland Islands Co.

Section 18. Crown Grant No 171 to Lieut. G. Musters, R.F.

transferred to Packer.

Mr Packer has this latter deed and will transfer it to us in exchange for No 142. I assume that you must have Crown Grant No 142 and send herewith a form of transfer.

14. I now enclose a statement of the valuation of the Company's buildings, the total of which is slightly less than that of 1897. In order to judge the value of the various buildings I have gone over the amounts spent on each and made allowance for depreciation - my total comes to about \$100 more than that of 1897, and chiefly to the increased value of the stores buildings. Mr Allen's valuation is less than that of 1897, the decrease being due mainly to the disappearance of several buildings from the Darwin Harbour Section, namely, Mill-foot, Mount Misery, Norton Inlet, Tranquillid old house, and the



7.

Hard's house in the settlement.

15. In closing the accounts for the end of the year I should like to know how you wish the cost of coal per Barge-Turn and Walrus dealt with. The former is already in this year's account and we shall probably receive your entry for the latter by next mail. The cost of the Walrus shipment should be carried forward to next year, I imagine, and I should like to know if the Board would wish any proportion of the cost of the Barge-Turn lot carried forward as well.

16. H.M.S. "Beagle" arrived here on November 25th to take the place of the "Hesperus" which left on the 1st for England via Sierra Leone. The "Beagle" will remain here for a couple of months, making a trip to Montevideo in January to meet a store ship. We supplied H.M.S. "Beagle" with 202 tons of coal, which leaves us with but a very small stock on hand. The delivery of this quantity enabled us to gauge the balance accurately, and I regret to find that it is less than we thought. During the last year we have been disposing of more than formerly, by sale to the Naval Works and especially by consumption in the "Smithy," which has been in constant use for work on ships for the last few months. The coal brought down from Montevideo by the "Fortuna" has been put on the "Samson" and "Great Britain," and we now have about 35 tons on the former, a good 20 tons on the latter ready for season's work, and about 60 tons on shore in the shed at the head of the East Jetty available for schooner, steam launch and "Smithy." We shall be using the machinery in the latter for another 4 or 5 weeks for the "Willscott." I therefore wrote to the Commander of H.M.S. "Thetys" suggesting that the agreement with the Admiralty should be regarded as at an end and be cancelled. I enclose draft on the Admiralty for April 17. 0 for coal, provisions etc.

17. In view of the small amount of steam coal available, I should be glad if you could send by first steamer in which could conveniently bring it, say 50 tons of steam coal in bags in the same way as they have brought house coal. We have no

steam coal afloat now, and by last mail I received a letter from Messrs Lamson saying that the steam Yacht "Rose Marine" was cruising in southern waters and might require 50 tons from us.

18. When asking the Board to grant leave to Mr Gorton, in March last, I mentioned (224-19) that James Turner did not desire to remain here another winter. Mr Gorton has resumed his duties, and we think that we can carry on the store work without replacing Turner, as we have had local youths in the stores to train, and two of them are shaping very well. Turner thinks of going home in April next, and has asked whether the Directors, upon his retirement, would be disposed to make some recognition of his 15 years service. In supporting this request it is my duty to acknowledge that for the first few years his manner in the store was much against him, and you have stated more than once that customers have been driven away. Of late years, owing to repeated admonitions from Mr Baillon, he certainly improved very much, and during the term of my management I have had no complaint made, or to make myself. On the whole he has done well for the Company, - no man could drive a harder bargain, and I may say especially that he has always been economical, and has never been guilty of any waste. He is the best man we have had for pushing off old or deteriorated stock, and I can conscientiously ask the Directors to favourably consider his request. His salary was £300 per annum up to March 1900, when it was reduced to £150 in conjunction with King's.

19. The American barque "Willecott", Captain Macdon, with coal from Philadelphia to San Diego, arrived here on November 25th, having been 67 days off Cape Horn with strong westerly gales. On November 15th he lost his fore and main topmast heads, and incurred a lot of damage to iron-work. He saved the yards, and proposes to repair temporarily and proceed Eastward, instead of round the Horn. He

will not replace the topmasts or topgallant masts, as he considers that the rigging of the ship will have to be completely changed, - she has rolled her masts out three times in the course of six years. The "Samson" towed her in from outside for £175, - a good figure. By H.M.S. "Nymph" I cabled that £1500 would probably be required; this was somewhat conjectural as the Captain had not quite decided what work he would do. We expected that the work would take quite 5 weeks, but since then a fresh complication has arisen, - the coal has become heated. A survey will be held, and I will write further as to what steps will have to be taken.

20. The British Barque "James", Captain Gunn, 152 days out, with general cargo from Liverpool to Iquique and Callao, was sighted on the 27th November. The "Samson" went out to her, but the Captain refused a tow. Next day the ship anchored in Port William, and we eventually agreed to tow him into and out of the harbour for £60. There is hardly anything wrong with the vessel, - she is short of water, and the crew (of whom 3 are sick) refused duty. Eight of the men have been sentenced to a fortnight's imprisonment for refusing duty. The fore-castle is leaking rather badly, and there will be a little carpentering work to be done. As she has 18 tons of dynamite on board the vessel she has to be anchored eastward of the Narrows.

21. I regret that five bales of Mr Packe's sheepskins were short-shipped by the "Victoria", - the Bills of Lading were signed for 25 whereas only 20 were shipped. The steamer went in a great hurry, our men taking delivery of the flour, and the steamer's men taking in the produce from a lighter. In the hurry, five bales on board the Great Britain were forgotten, and the steamer's men made a hash of the tally.

22. 271-6. I note that the F.S.M.Co. are <sup>not</sup> disposed to fall in with the Governor's proposal to halve the calls of the ocean steamers, and to run the "Rapance" locally and as far as Sandy Point. The Governor has since put this proposition

before the Colonial Office officially but has not been able to receive a reply yet. I have not had time to discuss with the Governor their letter of October 3rd, but elicited from him at Council, when passing the Appropriation Ordinance, that he had heard nothing more from Messrs Brain & Blanchard. There is certainly no desire in the Colony for a fortnightly mail, which would unquestionably increase the work, for one would have to report progress at the end of every two weeks instead of at the end of every month. The G.P.O. and the Colony each pay £3500. The Governor's idea was to pay the P.S.N.C. £3500 for the double service, each paying one half as before, so that for £3750 we should get both our ocean and local mail.

23. We are trying our utmost to complete the repairs to the "Thirlmere" so as to enable Captain Dougall to return to England by this mail. The men are working Saturday afternoon and Sunday to finish, and I hope to be able to report in a short supplementary despatch that the accounts have been signed, and that the vessel is ready for sea.

I am,

Sir,

Your obedient servant,

~~ENCLOSURES~~  
ENCLOSURES

Copy of Stanley Cash Book for November.  
 Copy of Stanley Journal for November.  
 Cash Vouchers East & West Stores.  
 Store Indents No 327.  
 Remark on Stores, and Replies to Remarks.  
 First of Exchange No 2307 on Acct. Gen. H.M. Navy, £1061:17:0  
 Cheque on National Provincial Bank of England. £51:14:6  
 Falkland Islands Stamps for Mr Langridge. (value £34:10:0)  
 Ceasing Insurance for November.  
 Survey Report on Barque LORLEI.  
 Return of valuation of Company's Buildings.  
 Land Transfer Form. (with Governor's note.)  
 Particulars of Draft No. 2307.  
 Particulars of shipments of Bees.  
 Copy of letter from Colonial Secretary re Rams.  
 Mr. Allan's Report of December 4th. & enclosures.  
 Replies to Remarks or accounts.  
 Statement of Accounts.  
 Specifications:-

|      | Wool. | Skins. |
|------|-------|--------|
| W.S. | 4     | 9      |
| D.M. | 4     | 9      |
| P.   |       | 15     |
| J.S. |       | 40     |
| S.   |       | 2      |



239

GRISBA.

8th December

03.

Sir,

Since closing my despatch No 238 by this mail, I have a little more to report.

3. Mr Allan wishes me to let you know that he has shorn the New Zealand Rams, the fleeces averaging 14 lbs 3 ozs. He considers this to be very satisfactory after their knocking about on the journey from New Zealand. We had rather a bad storm just at the commencement of shearing, and Madall reports the death of 350 during the night of the storm.

4. Mr Bonner writes that on shearing his Merinos he discovered that one was a "rig". Mr Allan thinks that Mr Patullo will obtain the refund of the cost of the ram.

5. George Thompson was paid off at Darwin on November 20th last. His record of service is:-

Entered the service 11th June 1868 as Shepherd

£ 240 to £50 per annum

Received £60 per annum at commencement of 1873

" £38 " " 1877

" £72 " " 1884

was dismissed once. He is now in Stanley living with his sister, Mrs Moore, and wishes to draw his pension here.

6. The Surveyors on the cargo of the "Williscott" found a temperature of 112° in the forehatch about 7 feet below the surface, and recommended the discharge of about 500 tons to enable the remainder to be turned over. The "J.P. Smith" has been placed alongside.

7. By working Saturday afternoon and Sunday we have been able to get through the repairs of the "Thirlmere" to enable

F.E. Cobb Esq.,

Managing Director,

London.

2.

Captain Dougall to return by this mail. The work will be completed to-day and I am glad to be able to send you the account together with Captain Dougall's draft @ 60 days' sight on Messrs Lowden & Co. for £3715.10. 3, which is somewhat in excess of the estimate of £3500. The Cash Account always has a tendency to mount up at the finish, but otherwise we were not a great deal out. The work has taken nearly two weeks longer than we thought. I have made the account as light as possible for Messrs Lowden's, reducing the hire of the Smithy from £4 to £3 per day, a reduction which in 1895 you authorised, then considered advisable. We have got rid of a fair amount of gear from the Glenelg, which realises over £100, the bulk of which is clear profit, for it would only have perished away. On the whole, Captain Dougall is satisfied that we have treated the ship very fairly, though he complains of the labour which <sup>difficulty</sup> he recognises is the chief ~~draw~~ here - we have only a very few carpenters in the place, and it would not pay us to import more. Biggs assures me that they have been kept well up to the mark according to their lights, and that they have done the work on the Thirlmere in less time than on others.

7. By the West Falkland mail, which has just arrived, I have received further replies about sheep, and I hope to be able to enclose extracts from the letters. Since writing my 236-11, I have received a letter from Mr Allan saying that he may have a younger age to pick from, and Mr Bonner has written offering 2000 3 year old wethers @ 7/6. Mr Felton called to say that he could supply 2000 - 3000 @ 7/6, and thinks that we could rely upon Greenhields for another 2000. The replies are so various that I find it difficult to decide what to cable to you. We could however rely upon 12000 from the East Falkland at an average price of 7/6, and I have therefore cabled to you the following message:- SENSENMAHN TROCEADAIS MICHAELAMOS.

I am, Sir,  
Your obedient servant,

## ENCLOSURES.

Indent for account of J. F. Milton.

First of exchange No 2328 on W. Lowden & Co. \$2715:10:3

Receipt on London City & Midland Bank Ltd. \$30

Ship "Thirlmere" accounts.

Copy of final survey on "Thirlmere".

Insurance of Produce, Return No 44.

Copy of letter to P. S. A. Co. Liverpool. December 7th.

Letters from Clients' letters re Sheep.

Shipping Report.

Statement on Accounts.

Specification & B/L per "Orissa".

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OROPESA.

January 5th.

04.

Sir,

I wrote you last per ORIPESA on December 8th. and have received, on the 28th ult., your despatch No 972, Mr Eagles' letter of November 28th and telegram:- Cocheaba Willscott Canadian Bank Commerce London Malgalano Designer.

3. 972-3. When making special trips by the schooners to carry clients to their destinations I have told them that we should have to charge more than the tariff rates. I think it will be found that the schooners have, on the whole, done better this last year, but the Fortuna's account will reduce the averages. Last year she showed a big profit, - this year she will not, and the decrease is partly accounted for by the reduction of freight on Greenshields' and Cameron's produce.

3. Par. 4. I am glad to learn that the wording of agreements will in future be made more clear, and would suggest going even a point further by explaining to the employee who signs the agreement the Board's views in the matter.

I cannot quite follow your argument that we might be put to no end of expense in holiday trips to members of our men's families, and that it would be cheaper in the end to let a man go rather than "provide passages for his relations when ever asked for". Once the passage for wife and family has been paid for our liability ceases altogether, under the agreement. As I wrote in despatch 231-25:- "Should she re- turn he (Atherton) will, of course, have no further claim

F.B.0000 Esq.

Managing Director.

London.

"For a passage for her"; that is to say that if he serves for three years longer we are liable only for his passage, the family's having been given.

I am strongly of opinion that every person signing an agreement should be told clearly the reason for the grant of return passages; without this he would naturally regard it in the same light as the outward passage, salary and house, namely, a part of the remuneration for his services. A man signing an agreement says to himself "Salary so much, and passage both ways". If there were no passages he would want a higher salary; and I am certain that unless explained it would never enter his head that the return passage was given in order that he should not become stranded in a place where he could not obtain other work at his trade, that is to say more or less as a charitable grant.

4. *Far. S.* Judging from the plan of the "Plym" I think that a better selection could not possibly have been made and it is most welcome news that she will be here so soon. The freight per *ISCA* is, as you say, "dirt cheap" for the price charged to the Admiralty for the *pinnacle*, a much smaller boat, was £170. The freight on the dredging barge sent out in sections was £300, and they have certainly, in this case, met us most generously. The *Sissie* might, I think, be converted into a water boat, - if not too much expense she might be lined inside so as to take water in bulk, and be used as a small lighter as well. She would be too heavy for a long-boat.

5. *Same Far.* By last mail we sent a list of stores which we considered might be omitted if the indent were shipped by steamer, - this list will, of course, arrive too late, and in future, I think, we must send an alternative indent in case you do not charter a sailing vessel. The present Governor evidently will go to any length to avoid



3.

making purchases locally - all they buy from us is a few boxes of matches. We charged 8/8 per ton for landing their coal before, but if they import in small lots of 20 tons there is no reason for charging less than the 8/- per ton as they will want it landed at the Dockyard Jetty. I undertook some time back that when their cargo by any mail amounted to over 5 tons to land it there, otherwise they cart it from one of our jetties.

6. Par. 9 You will see that in our last two accounts with the P.S.N. we have charged an extra 4s for boat hire taking mails to Port William, which is by no means unreasonable, for we have had to keep steam in the Samson until after midnight. When our Navy men have to work overtime on the steamer, the P.S.N. pays the extra 4s per hour, but that has not applied to the crew of the Samson, six men, whose pay on overtime amounts to 7/6 per hour.

7. Whilst on the subject of the homeward mails, I may mention that the P.S.N. are much exercised about the length of stay of the homeward steamers in the port. They wrote me on October 31st (letter enclosed) on the subject of the detention of the California, and by the last mail they wrote again about the Gravia as follows:- "This port arrived at your port at 11.50 p.m. on October 14th and was ready to sail again at 6.40 p.m., but had to wait until midnight for mails, a detention of 15 hours which was quite unnecessary etc. etc." As a matter of fact she arrived on the 13th, and was advertised to sail on the 14th. Since they obtained from the Post Office the extra day owing to the call at Stanley they have advertised Wednesday as the sailing date, but the three last homeward steamers have arrived on the Tuesday. The Governor contends that under the contract the steamer should remain for 6 hours daylight on the advertised day of sailing, but has allowed the mails to leave the Post Office at 10 p.m. on the Tuesday. If the P.S.N. give Wednesday as the sailing date, I think the Governor is doing all that can be expected by allowing them to leave at Tuesday

midnight, and on November 10th I wrote them suggesting that they should for 1904 advertise Tuesday as sailing day instead of Wednesday. They have, however, sent itineraries giving Wednesday. Some months ago we had correspondence as to the stay of 8 hours' daylight here - some people contending that the Governor had not the power to waive this. The clause reads "The stay of any mail ship at the port or place of Stanley shall not on any occasion be less than the period of 8 hours' daylight". The F.S.S. wrote me on February 21st that this 8 hours' daylight was intended to be the maximum stay. If that is their view it is decidedly amusing that they should have signed a contract which states that it is to be the minimum. I have mentioned this in case the subject should be broached by the F.S.S.S.

8. Par. 13. The papers in connection with J.L. Valeron Ltd. have been forwarded for registration. I sent a copy of Ordinance No. 8 of 1898 - I fear I did not read this sufficiently carefully before sending Valeron's papers for registration, but in writing to the Registrar said I assumed that the Articles of Association would have to be registered. I find that all the papers were sent to the Governor, who decided that the Articles should be registered, see notes from Registrar enclosed. I have not yet paid the fees for registering these, and will discuss the matter with Mr Blake.

9. Par. 13. I had the pleasure of meeting Mr Coghlan - while on the Gravia, and was sorry that he could not be persuaded to make a stay here. After leaving Monte Video he felt the cold considerably and did not like to risk remaining here.

10. Par. 14. I have in my last despatch made a few remarks upon the repairs to the Fortuna in Monte Video. For my own part I should have preferred Rowlands to have gone up alone, as it is far better to have one man in charge of a job than two can hold responsible. As Morton was the Agent there, Rowlands and Thomas were under the impression that he was reporting progress to you, and Morton thought that Thomas was writing

A.

home. Had there been any cutting away of sails upon which a  
 claim on underwriters could have been made, Thomas would cer-  
 tainly have reported it as he certainly knows that much. It  
 is just as well that they did have the new sails to re-  
 turn with as the old ones would certainly not have stood in  
 the blow just 24 hours before reaching Stanley on the return  
 journey. As regards Oahu, I did not feel safe in saying more  
 than 10 miles from here - had we done as we should not have  
 been able to make the Tulea now; and how is it possible to  
 calculate what would be required until you have had the schooner  
 or stripped and have seen how much of the old caulking had to  
 be taken out as it would not have held it as it was made to  
 stand in use - she has for 10 years been running continually  
 round these islands in about as bad weather as can be found in  
 any part of the world without any repair whatever, and without  
 any stiffening straps, her sides have worked so much that the  
 canvas was perfectly saturated. Had this been left in place it  
 would have rotted her planks somewhat, and it was all taken out.  
 Naturally, therefore, a very large amount of new canvas was re-  
 quired and it was impossible for me to know how much. The  
 deck caulking consisted of simply a good caulking round the  
 covering boards, and every other seam in the deck was just  
 "spayed", so that very little canvas was used there. However,  
 it is probable for the extra caulking - he tells me that he  
 thought it advisable to have the extra canvas 6 inches higher  
 all round and even a little more than that aft - when the  
 schooner was loaded her sides were well under the water and  
 there was consequently a risk of burning; whilst they were at  
 it he thought the extra canvas would be well spent, I wish all  
 the same that he had thought of this before and had mentioned  
 it. I had the knees forged by the smiths here, but we found  
 we had not the right size of iron for making the tails. I had  
 some size 12 iron at hand and the smiths had then and  
 afterwards at all times and he did not see how, without the  
 use of proper appliances they could hardly get the proper lev-

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21. It seemed better therefore to sand up the knees and have the ends made in Monte Video, but you may be sure that I did not think for a moment that I did not think for a moment that they would have cost so much. After having been to so much expense over this, it may be some satisfaction to know that the schooner is now much stiffer, and Bowland assures me that even in a heavy sea there is no creaking as formerly, showing that the vessel is not working as she used. The deck planks damaged for are merely the small raised deck by the wheel - but had leaked considerably at the ahead stern, and we had some three years ago endeavored but without success to get at it. The channels could not have been done here any more cheaply than at Monte Video, I think, for we should have had to slack up the rigging and stay the masts in some temporary way to prevent their pulling out. If we had postponed much of the repairing until her return here, we should have had great difficulty owing the constant sailwork for the last three months. I think I informed you before the schooner went up that it was my intention to have the metal back here in the vessel herself as we should not then have to pay for cases for packing and could ship with it some sundry effects that we have here already. I have talked the matter over with Bowland and he assures me that no really unnecessary work had been done - the carpenters there worked steadily and he could find no work with that - the bulk of the work was on the metaling and caulking, the labour on the latter being especially heavy on account of their having to completely clean out each seam. I quite agree it would have been better for her to have gone right home, and you will recollect that I advocated this when in England. As, however, we have had to do with three schooners the whole of the coasting work of the Islands, including the mail service, I could not possibly have said at that time whether she could have been covered for sufficient time. As things have turned out she might have, but at the same time her return here was none too soon as I have had to load her



7.

up for Darwin twice, and with a homeward cargo boat was here at the end of January for 1800 to 2000 bales, she has all her work cut out. The total cost has been terribly heavy, even heavier than I should have anticipated with the full knowledge of the cost of repairing the vessel three years ago. As I have pointed out above, she has been doing heavy work here for nearly two years without any repairs whatever to the hull. She has been aground once in Stanley Harbour with a strong northerly gale, and has touched in the Darwin Harbours, both cases being over 5 years ago. The driver of the Bangle who cleaned her reported that her forefoot was damaged and part of the flooring gone. This of course had to be properly seen to.

11. I regret very much to report the death of Sedgwick, the Portman labourer, after a very short illness of 10 days. This death follows closely upon that of Ryan, another monthly servant. I have been obliged to leave Mrs Ryan in the house for the present as the unfortunate woman with five children is in very weak health and is being supported by the charity of our employees assisted by others. She told me that she had written to her friends at home, and as very distressed at receiving no reply. I trust the Board will allow her to remain in the house for some time longer, as there is absolutely no place here to which she can go. I am much afraid that Sedgwick has left his wife with practically nothing, she has four children now and is expecting another, and I fear we shall have to let her remain in the house until after confinement.

12. I am in some difficulty as to what to do about the Ship Hotel - Rutter has engaged it to keep the place going for him until June, but has been up to tell me that he is losing money owing to the falling off of trade. This falling off is not in any way due to lack of ability on the part of his bar-keeper, but simply is the operations of the Government Customs at which all blue-jackets are served. Their custom was the mainstay of the Ship Hotel and I have had to ask Rutter to keep it going for a while longer, promising a temporary



8.

reduction of rent. If we allowed the place to close even for a fortnight I fear the Government might seize the opportunity of withdrawing the license altogether. I asked the Governor at the last Council what he intended doing about the Centaure, and was informed that he had received a copy of the Army Sanitary Regulations but had unfortunately mislaid them. He promised that the matter should not be dropped but asked me to be delaying patiently, and if something is not done within the next few weeks I shall write a letter to the S.O., in which I think Mr. Foster will join.

13. Mr. Van Sacks has informed me that upon the death of his father the loan of £1000 from the latter has been paid into Mr. Van Sacks' credit in August 1881 is transferred to Mr. Sacks. His trustees require this to be secured by a mortgage which Mr. Packe will execute. His Solicitors will, however, pay for the credit of his account about £800, so that the security of our debt will not be affected by this mortgage. I asked Mr. Packe why he did not devote this £200 towards repayment of the £1000 loan and not give any mortgage at all leaving the property unencumbered, but from what he tells me his father's widow is not left very well off and desires to have a small regular income from the interest of the loan. I estimate that his debt to us will be reduced from £7000 to £5000 this last year, and will be still further reduced when this £200 is paid in.

14. During the month of December we have had inclement wind whistling in a gale on the 3rd instant (barometer 28.40) during which I regret to say that the Rosa Baker dragged her anchor, rose in on the beach close to the office and burst in two in her stern. We have not yet been able to ascertain the full extent of the damage. All the schooners are away from Stanley and I hope to hear that they have got through without accident.

15. We are getting on slowly with the repairs to the ships we have two blacksmiths only and nine carpenters, and when one

has three ships to satisfy it becomes very difficult, more especially as we have had to lose 2 days in holidays, Christmas, Boxing Day and New Year's day.

Villecotte. The Captain of this vessel has given us a good deal of bother, as he seems incapable of making up his mind what to do. First, he intended to convert a spar into a topmast, then, finding it was impossible he proposed to purchase one from the Glasgow, which I quoted at £80. He went down and obtained the size of this, to be perfectly certain that it would do, when he changed his mind again and proposed not to strengthen his present topmast with ironwork, and take the ship to sea as she is. His account will not run to anything like £200 as he is not doing much repairing. I reported that his coal showed signs of heating, - a survey was held, 334 tons were discharged into a bulk and the remainder turned over. The surveyors recommended that the 334 tons should not be taken back, for in case of fire breaking out again there would then be room in the hold for the coal to be turned over. The Captain invited tenders for this coal, which is good for steaming or house use, and I quoted 18/- which was afterwards accepted. We can burn it in the Samsen and the Smithy, and I do not intend to sell any more Stanley.

Thalia. Carpenters are going on with the caulking when weather permits, - we had hoped to get finished about the middle of the month, but owing to holidays, bad weather and being able to put only one blacksmith on the ironwork I fear it will be nearly the end of the month before she is completed.

Jurial. I reported in 238-20 that there was very little wrong with this vessel, and in telling you used the word "rather" indicating that I thought she would have sailed before I could have received a reply. The survey, however, disclosed that certain work was necessary, especially repairs to the fore-castle

deck, as the crew's quarters were continually swamped out. The work has been slow, and so much time is taken up in getting down to the ship (especially in the bad weather we have had) which is anchored well to the eastward of the Narrows on account of the dynamite on board. But the worst part of the business is that the crew have absolutely refused duty,-- two men have had to be paid off on account of sickness, and 10 others have been told twice for refusing to work. They assert that they will not on any consideration go in the ship. The Master is a very poor specimen, and I believe has treated the crew pretty badly all round, especially as regards food. There is nothing left for him but to go up to Monte Video by this mail, and get a fresh lot. I cannot estimate the probable total expenses until he returns from Monte Video, but should judge that the account will amount to quite \$700 or \$800, and may be even more.

Thirteenth. Left here on the 14th ult. After Captain Eddell's departure we had 3 days very bad weather, during which it was impossible for Captain Eddell to finish setting up his rigging. He had to purchase a few additional stores, including a compass, some of his men having thrown it overboard during the night. He must have had some bad characters amongst the crew as they had previously thrown overboard a new stanchion iron, the boiler and one of the valves of the main pumps. I enclosed a supplementary account for \$23.14, which Messrs. Lowden will no doubt settle.

16. Atherton has set up the oil engine and has had a trial,-- not very successful so far. I had hoped that some fitter explanations would have been sent, as Atherton's experience is, of course, confined to marine engines. The hitch is, we think, the temperature of the "cooling tank" which the instructions say should be from 100 to 140 Degrees Fahr. Now this is fairly high for this country,-- the average temperature in the shop would be about 40, barely 20 degrees above freezing point, and

11.

If the water has to be 100° at least we must have some means of heating it. We cannot light a fire under the tank, and may have to get some heating apparatus such as a portable boiler. I will report further as to how we get on with the engine.

17. Since writing my par. 13 Mr Packe has sent me a cheque on his London Bankers for £800. I must have misunderstood him as I was under the impression that his Solicitor would pay the amount to you.

18. H.M.S. "Dwarf" is expected here about the 8th inst, and H.M.S. "Beagle" will leave for Monte Video almost immediately returning again next month.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per Grimes, December 8th, 1903)

Despatches Nos. 238 and 239.  
 Copy of Stanley Cash Book for November.  
 Copy of Stanley Journal for November.  
 Store Indents No. 327.  
 Remarks on Stores and Replies to Remarks.  
 Second of Exchange No 2307 on A.G.M. Navy. £1051:17:0  
     do.           do.   2308 on W. Lowden & Co. 2715:10:3  
 Coasting Insurance for November.  
 Insurance on Produce, Return No 44.  
 Particulars of Draft No. 2307.  
 Ship "Thirlmere" Accounts.  
 Surveyors Report, Barque "Thirlmere".  
 Return of valuation of Company's Buildings.  
 Extracts from Jillets letters re Share.  
 Mr Allan's Report of December 4th.  
 Replies to Remarks on Accounts.  
 Statement on Accounts.  
 Copy of indent, R/c J.J. Felton.  
 Specification & R/L per CHISBA.

Originals.

Store Indents No. 328.  
 Mr C.G.A. Jordan's Indent, - W. Bain & Co.  
 Dr. Jackson's Drug Indent.  
 Remarks on Stores & Replies to Remarks.  
 First of Exchange No 2310 on U.S. Treasury. £ 447.30  
     do.                   2311 on U.S. Sec. State. 160.53  
     do.                   2312           do.           75.00  
 First of Exchange 2313 on S.A. Miss. Society. £43:14:6  
 Mr Vace Packard's cheque on Sir S. Scott & Co. £200:0:0  
 Coasting Insurance for November.  
 Supplementary Account, Ship "Thirlmere". (3 copies)  
 Two copies of S.A.M.S. account to December 31st.  
 Copy of Surveyors report, Barque "Thirlmere".  
 Copy of Ordinance No 8 of 1898.  
 Correspondence with Registrar, R. Holmsted & Bisco Ltd.  
 Mr Allan's report of January 1st, and enclosure.  
 Copy of letter to F.S.N. Co. Liverpool.  
 Replies to Remarks on Accounts.  
 Statement on Accounts.



12.

13. When writing my paragraph 13 ("Willie"), I had overlooked the fact that her arrival here was subsequent to my departure for Grisea.

The German ship "Willie", Captain Wille, 30 days out from Europe to Los Angeles with general cargo, arrived on the 18th December with considerable damage to ironwork aloft and missing, and deck leaky. I enclose a copy of the report of survey. When writing to you via General by the Gravia I thought the ship would probably be away before it was possible to receive a reply from you, and therefore used the word "perhaps", but there would of course have been an opportunity for you to have called on me which could be brought home to me. I, however, estimated the total disbursements here and went to bed, and that the ship would have been able to leave about the middle of this month. I fear, however, that owing to bad weather, and weather etc. that it will be nearer the end of the month. The Owners are Messrs E. & S. S. & Co.,

14. The vessel was a just arrived from the West bringing on the shipboard crew of the "Clarence S. Bennett", belonging to the same owner as the "Willie". This vessel, Captain Bennett, from Newport News, to San Francisco with a cargo of coal, was on the 17th December about 70 miles to the N.E. of Cape St. James, Alaska. A smoke was observed coming out of the hold and the temperature was taken. The Captain found it to be 70°, but next day this increased to 83°, and he decided to go to the Yukon. After sighting Cape Meredith, Captain Bennett turned the land up hoping to get into Port Edgar, but the wind was not favorable and the fire had increased to such an extent that they had to abandon her. The Captain let go some anchors about three miles to the eastward of the entrance to Port Edgar, and they all arrived at Fox Bay on December 25th. The American School is at present away from Stanley, and the question of the disposal of the wreck has to be postponed until the summer. The disbursements of the "Willie" are not likely

13.

to reach \$1000, and I will therefore advance Captain Grant that sum he may require, the total being added to the bill-ent of debts signed last and returned you on this day. Another amount was included in Captain Grant's draft on the Commercial Bank of Commerce.

14. Since writing all the above the Fortuna has returned from Barwin, so that all three schooners got through the gale without mishap. We have not as yet for the cargo boat at the end of this month and value of wool and 120 bales of sheepskin. Debts are not yet settled, Captain Thomas has not succeeded in getting the Rose Queen off. I fear she must have a pretty bad time as the water is low and falls with the tide, and her gun is not in order and she has very little baggage on board.

15. I would like to see you with General FORTWELL and Mr. MANNING.

I am,

Sir,

Your obedient servant,

*W. Manning*  
Manning.

Enclosures.Duplicates. (Originals per "Proposa"; Jan. 6. 1904.

Despatch No 239

Store Indent No 278.

Mr. Anson's Indent to Mrs. William Anson &amp; Co

Remarks on Stores, and replies to Remarks.

Board of Exchange No 2314 on S.A. M.S. Feb. 12. 6

Coasting Insurance for December.

Supplementary Account, ship "Shirliners".

Copy of S.A. Missionary Society's Account to Dec. 31st

Mr. Allan's Report, January 1st

Replies to Remarks on Accounts.

Statement on Accounts.

Specification &amp; Bill of Lading per "Proposa".

Originals

Remarks on Stores.

First of Exchange No 2314 on Acct. Gen. New York 7/11. 8. 11

do.

2315

do.

62. 10. 0

Mr. Bean's Cheque on London Joint Stock Bank No 137. 8-6

Statement on Accounts.

240.

H.M.S. "BEAGLE".

January 9th.

04.

Sir,

I wrote to you last per Oropesa which left here on the 5th instant.

2. H.M.S. Beagle leaves for Monte Video at 10 a.m. to-day, and I am taking the opportunity of sending the duplicates of the last mail by her.

3. I enclose drafts on the Accountant-General of the Navy for £17.8.11 for provisions supplied to the Beagle, and £22.10.0 for delivering coal to her.

4. I regret to report that so far our efforts to get the Ross Baker off have not been successful. Commander Elliott of the Beagle lent me a diving party, but the diver was not able to see or get at the damage as we could not cant the lighter over. We have not entirely given up hope of being able to get her off and repair her, but the cost will be very high.

I am,

Sir,

Your obedient servant,

*W. M. M. M.*  
*W. M. M. M.*

P. E. Cobb Esq.

Managing Director,  
London.





SIR,

SIR,

23rd January

04.

SIR,

I wrote you last per H.M.S. "Beagle" on the 31st inst., and your letter per Victoria on the 31st inst. has been received. I have forwarded to you the letter of the 31st inst. and the letter of the 31st inst. I have also forwarded to you the letter of the 31st inst. I have also forwarded to you the letter of the 31st inst.

2. The Beagle has arrived yesterday and has just sufficient fuel to make the 1000 miles which we have ready. You will be able to see that the specification that over 1000 of these are the Beagle's product.

3. As there are no more boats from Sandy Point by the Beagle, I have arranged to send a schooner to Port Howard about the middle week in February to convey Mr. Bickel across to the other side in order that he may spend from two to three weeks in our camp with Mr. Allan.

4. I regret that we have not succeeded in doing anything with the Ross Baker - unfortunately, H.M.S. "Beagle" does not carry a diver and the only method of raising her without the help of a diver would be to use empty barrels. This would be a heavy expense in time and labour and as she is not taking any further work I propose to await the return of H.M.S. "Beagle". We have ordered her over so that the diver could get at the damaged part.

5. The repairs to the "Beagle" will be finished in about a week from now - the credit asked for will be somewhat increased, and I should be glad if you could communicate with the Owners regarding an extension of the credit. Our

Yours faithfully,

Respectfully,  
London.

2.

estimate of the labour and material was not very far out, but the Captain has had to purchase a boat for \$50 which swells the account considerably. We think that \$200 will cover the arrangements.

3. The repairs to the "Willcott" are now finished and she will leave on Monday, the 25th. I enclose the Master's report for \$1104.18.10, the value of the coal having been deducted. I am glad to report that we find the coal to be of good steaming quality, and we are using it exclusively in the boiler. Now that we have this we shall not require the 50 tons in bags for which I asked some months ago.

4. I enclose specification and bills of lading per Magellan and have replied to you MAURICE STANFEDER.

I am,

Sir,

Your obedient servant,

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ONITA.

February 3rd.

04.

Sir,

My last despatch left per Magellan on January 23rd, duplicates of which were sent to you without covering letter per H.M.S. "Swart", which left for Monte Video on the 29th ult.

2. 372-3. I thought it as well to write to Commander Jervoise as to retaining the balance of steam coal, as the small stock remaining on hand was almost all stored on shore.

3. Par. 4. The P.S.M.S. receive now for the calls of the ocean mail steamers £5,000 per annum, one half of which is debited to the Colony by the Post Office, and wanted £3,000 for the "Rugance". The Governor's proposition was to decrease the calls of ocean mail steamers by one half, the subsidy being halved as well, and run the "Rugance", so that the total payment would be £2,500 plus £3,000 = £5,500. The Colony would then have paid its share of this, £2750, which would have provided for both ocean and intercolonial mails.

4. Par. 5. The rigging and sundries for the Thimble if purchased here would no doubt have cost a very considerable amount, but I could not help thinking that the freight of £750 on the spars was very high, and remarked that this swelled the total considerably. Captain Dougall informed me that he had paid only about £150 to £200 for freight on a similar equipment to Capetown.

5. Par. 8. I have informed Mr Moir of the Board's decision, and am sure that he will be well satisfied.

6. Par. 11. I feared that the Board might not have been disposed to go to the expense of a new launch; hence, my alternative proposition of putting new boiler and engines in

P.S. Cobb 333.

Managing Director,  
London.

3.

the Bissale. I am personally very glad that you decided on a new boat in preference. The £25 paid to the P.S.N.C. for taking the "Plyn" on board as she stands instead of dismantling her machinery, is unquestionably well spent. The Directors may rest assured that Atherton will take every care of the boiler, for which fresh water will be used exclusively. In view of this, I am making arrangements at the East Jetty for an ample supply of fresh water - we have taken two tanks from the Clongovan, capacity 2400 gallons each, and will set them up at the end of the wharfed. They require a few new rivets and will last for many years.

7. Feb. 12. Mr Bergi was on board the Victoria en route for Sandy Point. I had a conversation with him as to frozen mutton, and he told me that he looked upon canning as a much better scheme than freezing. His experience was that the competition from Australia and New Zealand is so great that there is but little to be made out of freezing. I understated him to say that plant for canning would cost quite £7,000, and in order to make it pay it would be necessary to have a guarantee of 40,000 sheep per annum. He said that if he had a guarantee of this number he would be prepared to consider the erection of plant and would purchase the sheep outright or would return the skins and fat for tallow. Mr Felton went across to Sandy Point in the same steamer, and will no doubt have learned more about the canning establishments there.

8. Feb. 13. We will deal with the Fortuna's account as directed in closing up for 1903.

9. Feb. 17. I received a letter from Messrs Spearing and Waldron to the effect that they were shipping per Inca about 70 tons of cargo for Port Howard, and 30 for Port Stephens and Port Edgar. The 70 tons for Port Howard includes 10 tons of coal in bags for which they asked you to quote a price, and they evidently do not trust the Stanley Manager to quote a sufficiently low figure. We would have supplied this at 78/6 per ton in bags delivered at Port Howard, and I will work out the cost as supplied by Spearing & Waldron.

10. It was unfortunate that I could not get any Speedwell wool away by the Magellan - the Gravia was four days late arriving here, so delaying the West Falkland mail schooner that she arrived at Spe-

3.

Speedwell on the date she was supposed to leave Fox Bay with the return mail. Even so, she might have been able to call at Speedwell on the return journey and load the 40 bales that were ready, but had to bring in from Fox Bay 23 shipwrecked men from the "Clarence S. Bement". The W.F. mail schooner may possibly bring these in this trip, but it is doubtful - I sent her to Port Howard to land Mr Blake and with the unfavourable winds we have had, it will be as much as she can do to get back to Stanley with the mails.

11. Osborne has sold the Shamrock to Mr Greenshields for use at Salvador. Please therefore do not renew her insurance without further advice.

12. Mrs Hansen sent her son to Stanley to ask me to send a schooner to put men on the Jasons for the sealing, or failing that, to purchase the Shamrock, as her men declined to go in her cutter on the ground that it is not safe. I could not of course send a schooner to the Jasons at this time of the year, and could not agree to advance her \$400 for the purchase of the Shamrock. I regret to say that one of her sons found a party of men poaching at the rookery. They were 10 in all, evidently Chilians, as they could not speak English, armed with knives etc and would not allow Stanley Hansen to go near the rookery. Upon receiving the news the Governor got H.M.S. "Beagle", which was leaving for Monte Video, to call at Carcass Island and the Jasons on the way up. We have not yet heard anything as to the result. The chance is now going round to do Mrs Hansen's work. As her account showed only \$20 credit at the end of last year and her prospects as regards sealing are very poor, I felt that it was not wise to make such a large advance as \$400.

13. The Canadian schooners have returned here with their catches amounting to over 9,000 skins, which they are anxious to ship by the Orita. I understand that there is a considerable quantity of wool awaiting shipment at Sandy Point, and the steamer may not be able to take this shipment, which will run to over 200 hogheads. The Governor has not as yet made



4.

any declaration as to the proposed export duty - the Ordinance came into operation only at the end of January, so that these skins are not chargeable with duty.

14. I am glad to say that Atherton has mastered the oil engine, but we find that we must have a centre shaft from which to run the lathe. We could ~~not~~ run direct from the engine the small countershaft sent out with the lathe, and I am indenting for the necessary 16 feet of shafting, hangers and pulley wheels. We could have made the shafting and hangers here at a pinch, but the wheels and belting would have ~~had~~ to have been sent out, and it will be far cheaper to get the whole from home. The cost will not be great.

15. So far, we have not been able to do anything with the Rosa Baker, and I decided not to go to any further expense until a diver was available. Now that the Canadian sealers have returned, I hope to be able to secure the services of the diver who finished the work on the Austrasia.

16. I enclose copy of letter from Lloyd's Register of British & Foreign Shipping with reference to the annual and special survey of the Sassen. The special survey will be a great difficulty here as the tides are never sufficiently low to enable us to examine her ~~keel~~ keel when beached and there is no slipway. The sea connections are so low and close to the keel that we cannot possibly get down to these, and sooner or later they will have to be overhauled. We may manage to draw the propeller shaft and examine the bushing, and it is not unlikely that it will be found desirable to put in the spare bush sent out with her.

17. We are sending home the Port Stephens, Pebble Island and Weddell Island accounts, the latter showing debit balance of £838. I have not yet heard from Mr W.S. Williams what is the total of the Station liabilities exclusive of the debt to us. We will send McKonner's account by next mail - this we have not been able to close as we are waiting to hear from

5.

Mr G. Bonner what amount is to be transferred to his private account.

18. You mention in remarks on accounts the freight on sh sheepskins - I regret that we were not able to measure any bales by the Magellan. Would the P.N.W.C. take them as the same measurement rate as wool?

19. The Willscott sailed on the 26th inst.. The repairs to the Emilie will probably be completed this week, and she will sail as soon after as possible. At present, it is impossible to say when the Lurlei will leave. We had finished up the small repairs to ironwork, and I fully expected her to get away in a few days. On the night of January 31st, however, four more men deserted, taking a boat out into Port William. After leaving the boat, they did not try to make it fast, and it would have been lost altogether but for the Fair Rosamond happening to see it drifting down Port William in the night, as she was coming in from the West Falkland. On February 1st., the First Officer came on shore in the evening to report that the Captain had just made a second attempt to commit suicide by strangling himself. The first attempt was made the previous day, and Captain Cunningham desired the First Officer to keep the matter quiet. On the second attempt, however, the First Officer thought he would be much to blame if he did not report the matter. To-day, however, he has succeeded in getting three men (an "Eugene S. Remont") and seems to be in his right mind. He says that he will be ready to leave in three days.

I am,

Sir,

Your obedient servant,

*W. J. G. G. G.*  
*W. J. G. G. G.*

~~ENCLOSURES~~  
~~ENCLOSURES~~

Store Invents No 329.

Remarks on Stores & Replies to Remarks.

First of Exchange No 2318 on Acct. Gen. H. M. Navy. \$109:7:6

Instances on Produce Return No 45.

Camp Page's Return for quarter ended 31st December.

Auditor's Certificate, 1903.

Mr Allen's Report, January 27th, and enclosures.

Copy of correspondence re Samson's surveys.

Copy of Account current for:-

Port Stephens Account.

Pebble Island Account.

Mrs S. H. Williams.

Falkland Island Stamps for H. Lafone Esq.

Shipping Report.

Replies to Remarks on Accounts.

Statement on Accounts.

Specification of S.I. 36 bales Wool & 2 bales sheepskins.

243.

FANAKA.

March 2nd

04.

SIR,

I wrote you last per Orin on February 3rd, and have received your dispatch No. 974 per Inca on February 13th, and 975 per Orissa on the 18th. The Oris brought me your telegram "PRATAEN", sent from Colonel to Sandy Point.

2. 974-3 and 975-3. I received a letter from Mr Felton from Sandy Point giving me the result of his discussions with Mr Bergl, and have embodied the latter's proposals in a circular, copy enclosed, sent round to all clients to whom I had written on receipt of your first telegram. Mr Felton did not mention the minimum number of sheep that would be required to be dealt with each year to make a carrying business pay; I gathered from Mr Bergl that this would be from 30,000 to 40000. <sup>the Directors wish</sup> I am glad to hear that great caution to be observed in dealing with this gentleman. Mr Felton writes that the latter would call upon you on his return to London about the middle of March, and I do not anticipate that you will conclude any contract with him.

3. 974-10 and 975-10. I will go into the question of freeholds with Mr Packer after this mail, as the matter is not pressing.

4. 974-11 and 975-4. The amount to be written off the Buildings Account for 1903 is somewhat higher than usual, seeing that the actual work on buildings during the year seemed to have been light. I have gone into the matter thoroughly with Mr Allan and have come to the conclusion that a good deal of the material sent to him for "stock" has been used for work

F.E.COBH Esq.,

Managing Director,

London.

2.

on some or fencing. It is too late to make any alteration in the figures for last year, but we have made arrangements for the future that will preclude any further errors in this way. Owing to the amount of shipwork in 1902 we have spent but little on the Stanley buildings, except in painting, and I think during the current year we shall have to overhaul some of them.

3. Par. 12. I am rather at a loss to account for the shortage of the steam coal, which probably is spread over the last two or three years. It was impossible at the end of 1901 to estimate the amount accurately as a fresh shipment arrived before the old stock was exhausted. Sedgwick used to tally in Wolcott's time and continued to do so until his death. You are right in saying that there used to be a surplus, and I think that the explanation of the shortage is that schooners probably took more than their weight, and the consumption in the mill was greater than the amount charged up. We are also to have the 80 tons per crisis, especially in bags. It is most difficult to prevent the schooners picking out the lumps or taking  $1\frac{1}{2}$  tons for 1 ton, and bags will prevent this. We shall also be able to work the Williscott coal in very well - it is small but cakes well and is very economical. But when lighting up it is essential that the stoker should have some lumps, and the North Wales coal in bags will be just the thing.

4. Par. 25. Pitaluga's agent did not mention the fact that \$300 interest was due to Mr T.W. Dean's Estate last August, and it did not cross my mind. I am asking you to make this an annual payment on account of Mr Pitaluga - the exact due date might be ascertained from Mr Carpenter; some time in August, I believe.

5. Par. 26. We will adjust the question of cow hair with Mr Romney, and will advise clients to send a specification in future.

7. Par. 275-2. I have informed Mr W.S. Williams that he will be allowed an extra \$100 per annum for the working expenses.



3.

of Fed'ell Island, and I expect that this amount can be made to cover all expenses in the ordinary way, seeing that the interest on the old debt is so much less. I will ask Mr Williams to give me full particulars as to his disbursements.

8. Par. 6. I note the Board's decision as to the gratuity to James Turner on his retirement. We were in some difficulty about finding a suitable place for Mr Gordon and his wife until the Turners leave, and I am glad to say that they fell in with the suggestion that the Gordons should share the house with them until their departure. Seeing that he met us in this way, I hope the Directors will not consider that I have been too lavish if I take advantage of the latitude given me and award the full gratuity.

9. Par. 8. The information passed on to Lloyds by the Board of Trade with reference to the purchase of the anchors is perfectly correct. The transaction took place some time back, and the reason of the non-appearance in the Cash Book is that I did not want to debit Company's Shipping with the cost of the three anchors during 1903 as they were not utilised in that year, and moreover I was in treaty for the purchase of yet another from the Government for 30/- for use as a mooring for the Plyn. This is now completed, and the cost £10. 10. 0 in all will be passed in the Cash Book for this month. The history of the transaction is as follows:- The Hernet had twice fouled her anchor by some obstruction and each time had to slip and take another anchor for the trip, causing delay of about a day. The Fortuna also fouled anchor once. I determined to get the obstructions out of the way, and got Captain Thomas to rig up special gear on the Rosa Baker for the purpose - after a lot of trouble he got the anchors and chains up; in one place there were two locked together, making three in all. I then had to report this to the Government in accordance with Section 15 of Ordinance No 2 of 1902, and hand the salvaged property over to the Receiver of Wrecks. There was no

4.

disposition on his part for a long time to settle the matter, and as the Garland seemed to yaw about very considerably I asked permission to use one of the raised anchors as a second anchor to keep her steady, which permission was accorded. In a heavy blow one night, she parted her cable and dragged nearly on to one of the sailing schooners, and the borrowed anchor was again lost and could not be recovered. Subsequently they were valued at £18 by the Government, and I was told that if we agreed to give that for them, one half would be returned as salvage. I therefore purchased them, and intend using one as a second anchor for the "M.P. Smith" and another as second anchor for the "Glenogreen", securing both these hanks with a swivel. The fourth anchor purchased was picked up by H.M.S. "Beagle" abreast of the Dockyard Jetty and may have belonged to the "Herald" or "Hadesah". This I have purchased for 30/- and it is now in position as a mooring for the Flyer.

10. Feb. 11. The makers of the oil engine did send us a copy of the instructions; for a long time, however, Atherton could not make the engine go, and eventually lengthened the plunger of the oil pump by about  $\frac{1}{2}$  inch. This increased the stroke and the quantity of oil pumped up each time. The instructions sent did not give any idea of the principle of the machine, and I thought they might send something fuller. It is not, however, necessary now.

11. Feb. 9. I fear I made rather a rash promise in undertaking to send a plan of our property to the Royal Insurance Company, but will get this done during the winter. I am glad to have the copies of the policies.

12. Mr Bernard Stickney asks whether his produce is insured by us or by his partner, and if by us whether it is under the usual sheep's back policy.

13. Mr Moir has raised fresh points in the renewal of his agreement. He asks (1) that should accident or ill health unfit him for the discharge of his duties that passages for

5.

himself and family should be paid in proportion to the time served. (ii) that in the event of his decease before the completion of the specified 5 years a proportion of the cost of passages for his wife and family shall be paid according to the time served. He adds in writing to me that when engaged at Dundee the Agents told him that if he wanted to leave at the end of his first five years he would receive free passages to England; I have replied that he should have seen that the matter was settled in his first agreement. Possibly the fact that these return passages were not guaranteed in his agreement has made him somewhat "canny" now. He is rather splitting hairs with these new points, and he referred to the grant of passages to his predecessor after 7 years service.

14. The *Emilie* got away on the 17th having been detained some days by an Easterly wind. The *Samson* had to tow her a long way out, and just as the hawser was cast off one of her tubes burst. It was fortunate that it held out until after the heavy work of towing was finished. I enclose the accounts and the Master's draft on Messrs Wright Bros & Co for \$256.9.7

15. The Governor has been informed that owing to the Revolution in Monte Video, H.M.S. "Beagle" will not make a long stay here as expected. She may come down about the end of the month and remain for about three days. I was relying upon getting the Chief Engineer to hold the survey of the *Samson*, but this I fear will not now be practicable. I really do not know how the special survey is to be carried out.

16. I am glad to be able to report that with the assistance of a diver from one of the sealing schooners we succeeded in floating the *Rosa Baker* and getting her into a position of safety near the East Jetty inside the hulks. The diver reports that the garboard fastenings are <sup>mostly</sup> ~~almost~~ gone, and to stop the rush of water he cut the sheepskins into strips about a foot wide, and nailed them all along the garboard and keel. With the *Samson's* pumps, hand pumps and buckets we were able to









8.

22. In further reference to the Beer question, Williams reported per the Orissa 35 <sup>8</sup> Hogsheads, which have arrived in very bad condition indeed. They were stowed on the steamers well away from the boilers, and during the voyage the head of one cask was blown bodily out, the centre stave of the head of about half of them had burst outwards and many others had leaked at the staves. Altogether the contents of the casks are equal to only about 20 full ones.

23. The Scotia left here on February 9th to land some Argentine scientists at their station in the Antarctic, after which the Scotia proceeds on the voyage home, going Eastward touching at Capetown. I enclose the accounts signed by Dr. Bruce - the total, \$150.11. 1, as before, will be paid by Mr. Ferrier.

24. Mr Allan writes that G. Thompson was dismissed at Darwin by Armstrong and sent to Stanley. The dismissal was apparently confirmed by Mr Cobb, who sent Thompson back almost immediately. There was therefore practically not sufficient break in his service to constitute any strong reason for a reduction of pension.

25. I enclose a copy of a letter addressed by myself as Lloyd's Agent to the Colonial Secretary on the subject of the Barque "Hurled", which explains the resignation of Captain Gunn and I need not therefore again recapitulate. The whole business has been muddled by the Master. When he came here he stated that he wanted water only - it turned out that some of the ironwork was shaky and the fore-castle was leaking so badly that the men had been soaked for weeks. When he decided to run back he told the men that he would not have any work done here; consequently shortly after the arrival of the ship they all refused duty. In the meantime the German ship came in and engaged all the mechanics and on Captain Gunn's return from Monte Video with the fresh crew, his repairs were not completed. Even if they had been, I do not think the crew would

2.

have sailed with him as he seems to be quite incapable of handling them. When followed his attempts at suicide, the last of which was the very evening after the homeward steamer had sailed. We were expecting the Bengal almost daily and relied upon her arrival to enable the First Officer to obtain a certificate of competency, but the revolution at Monte Video has detained her. It became necessary to take other steps to get the ship away, and I therefore wrote my letter to the Colonial Secretary. The Governor has decided that if the Commander of the Panama and Captain Thomas can certify after examination that the First Officer is capable of navigating the ship to Equique, and if Lloyd's Agent is willing to accept their opinion, he will on behalf of the Admiralty Court approve of the First Officer sailing the ship. The only alternative was to have sent Captain Thomas round, but I have hesitated to take the responsibility, as I am not in possession of sufficient information to warrant my so doing. The Owners might have repudiated any arrangement made by me, and might have had some other Master they would have preferred to send to join the ship here instead of at her port of destination, and the Board might not like the idea of my lending the services of our own employees. When the steamer comes in, therefore, the examination will be held - if successful, the First Officer will proceed with the ship at once; if not, I shall wire to the Owners for a new Master. The delay of the ship, however, has been so great that I feel we ought if possible to do all we can to get the ship away, and if the First Officer is not successful I shall send a telegram to you asking whether I can send Captain Thomas. I can assure that you would communicate with the Owners before replying to me. I enclose the accounts up to February 5th, the date of Captain Gurn's resignation, together with his draft on the Owners for \$750.18. 6. Captain Gurn returns to Liverpool by this steamer, and a draft for further expenses up to the date of the actual sailing of the vessel given by the new Master will doubtless be duly honoured.

10

26. Mr Blake has had interviews with the Governor and has discussed various subjects. The Governor seemed to think that there was no reason why the Reserves at Full Point, Darwin Harbour and Fort Sussex should not be sold to the Company, though the price was not mentioned. I will take an opportunity of talking it over with the Governor, and in the meantime would like to have the Board's views on the matter.

Another point discussed was the desirability of payment for the reduction of guano being made by the Government. I enclose a copy of a proposed letter, which Mr Fudge would join me in sending, and on Mr Felton's return I will ascertain whether he will do the same.

I am,

Sir,

Your obedient servant,

*W. Harding*  
*—*  
*Perman*

844

PANAMA.

29th February

04.

Sir,

I enclose the Annual Accounts for the Year 1903, during which the Company's business in the colony has resulted in a profit of £ 22,209.10. 0, an increase, though small, of £65.17. 0 as compared with 1902.

2. FARM ACCOUNT - £ 16,251.12. 7, an increase of £ 1320.2.0. I send the usual abstract from which it will be seen that although, owing to better prices, ~~the wool~~ wool realised £3580 more than 1902, the total value of produce shows an excess of £100 only. This is due to the fact that we had less tallow, newspapers and hides, the drop in receipts for tallow being roughly £2400, £750 and £160 respectively. You will see from the debit side that the expenses have been considerably decreased all round. Wages and Salaries £1500, Travelling Expenses £400 and Consumption Stores £850. As regards this last item, I have mentioned in 243-4 that a fair amount of wood, which has been sent to the Farm and charged to Buildings Account, has been utilised for pen work and fencing. The result of this is that Consumption Stores Account has benefited at the expense of Buildings - as I have reported in the paragraph above alluded to, care will be taken for the future that the material is charged to the correct account.

Wherever freight on stores is higher than last year - we have had to send out coal supply for 1904, same as "Waiwera", and other more rough cargo, such as wood and shooks. The cost of the year per "Waiwera" is borne entirely by 1903 and constitutes a heavy item, £585, against the account.

Yours faithfully,

Managing Director,

London.

2.

3. STORE ACCOUNT, \$10505.71.11, a drop of \$1234.2.4. The only explanation is that compared with 1902, our sales to clients and ships have been less, and also deliveries to our own departments. In 1902, we have two very good ship's repairs and although last year we had ships here, the profit is being made out of them very much less. We have also had to face two losses: one of sailing vessel, which turned sour, and salt in barrels, costing more in freight than our usual selling price.

I am glad to report that the actual stock of stores has decreased by some \$1000. Of course, for the future we shall not have a large stock of steam coal, and in connection with this I may mention that we may anticipate a reduction of profit owing to the loss of the sale of steam coal to H.M. Ships. So far, we have not had little profit from the supply of provisions to them, as the requirements of the smaller gunboats are not great.

4. REPAIRS, \$174.12.5, the increase of \$238.3.0 a little being represented by hull hire from ships that have called in, and the absence of any considerable expenditure on the hulks and repairs as mentioned in my despatch forwarding the 1902 accounts.

5. REPAIRS, \$116.8.1 It is a satisfaction to be able to show a profit on this account instead of a loss as last year.

6. REPAIRS, \$1000.00.00 a profit of \$1000.00.00, which is more than we had in 1902. The credit for this profit is, however, almost entirely accounted to last year. In 1902, the Fore and Aft of the ship was repaired. In 1903, the smaller gunboats have the lion's share. This is, of course, accounted for by the absence of the Fore and Aft of the ship for repairs, and it must not be forgotten that in 1902 we received the local Fore and Aft of the ship which was not assigned to us in connection with the Fore and Aft of the ship. In 1903, we received the local Fore and Aft of the ship which was not assigned to us in connection with the Fore and Aft of the ship. In 1903, we received the local Fore and Aft of the ship which was not assigned to us in connection with the Fore and Aft of the ship.





## ENCLOSURES.

Balance Sheet.

Profit and Loss Statement.

London Office Cash Account Balance.

Statement of items in Deposit Account.

Inventory of stores at Darwin Harbour.

Inventory of stores at North Arm.

Summary of Stock, - East Store.

Summary of Stock, - West Store.

General Summary of Stock of Stores.

Debit due to and from men.

Reception stores @ land in camp.

Buildings Materials on hand in camp.

Farming Materials on hand in camp.

Statement of men's earnings not credited.

Copy of Stanley Cash Book for December.

East Store, West and West Store.

Copy of Stanley Journal for December.

List of store debtors.

List of Butchery Debtors.

List of additions to Furniture.

List of additions to Plant.

Statement of Farm Account.

## ENCLOSURES.

~~2022-2022-2022~~DUPLICATES. (Originals per "Ortiz" February 3rd.)

Despatch No 242.

Store Indents No. 329

Remarks on Stores &amp; Replies to Remarks.

Second of Exchange No. 2312 \$109:7:6

Insurance on Produce, Return No 45.

Mr Allan's Report, January 27th.

Replies to Remarks on Accounts.

Statement on Accounts.

Specification &amp; B/L assignment per "Ortiz".

ORIGINALS.

Store Indents No. 330.

Mr. Allan's Indent for Machinery.

Remarks on Stores &amp; Replies to Remarks.

First of Exchange No. 2321 on Wright Bros &amp; Co. \$856: 2:7

do. 2322 on O.K. Larrison &amp; Co. 1038:12:8

do. 2323 on William McFarbridge. 215: 6:8

do. 2324 on G.N. Larrison &amp; Co. 173:13:3

do. 2325 on do. 44: 2:3

do. 2326 on do. 99: 9:11

do. 2327 on J.B. Walmsley &amp; Co. 750:16:6

Captain Thomas's cheque on Bloyds Bank Ltd. Carnarvon. \$120:8:11

Copy of E.V. "Scottie's" Accounts, for collection.

Ship "Emilie's" Accounts.

Barque "Lurlei's" Accounts to February 2th.

Press copies of sealing schooners accounts.

Coasting Insurances for January.

Copy of correspondence re gratuity to Capt. Lindley.

Copy of letter to Col. Secretary re Barque "Lurlei".

Copy of correspondence re "Thirlmere".

Copy of Circular to Clients re Frozen Butter.

Copy of proposed letter to Col. Secretary re Coats.

Mr Allan's Report, Feb. 28th. &amp; copies. with letter to F.E. Coombs Esq. Shipping Report.

Remarks on Accounts and reply to Remark.  
Statement on Accounts.

ENCLOSURES.

DULIGANS, (Originals per R.M.B. "Parsons", March 2nd.)

Dispatch No 243.

Store Indents No. 250.

Remarks on Stores & Replies to Remarks.

|          |                             |             |
|----------|-----------------------------|-------------|
| Dispatch | 2321 on Wright Bros. & Co.  | 4838: 01: 7 |
| do.      | 2322 on H.A. Lamson & Co.   | 1030: 12: 2 |
| do.      | 2323 on W. Whitridge.       | 215: 01: 8  |
| do.      | 2324 on H.A. Lamson & Co.   | 172: 13: 0  |
| do.      | 2325 on do.                 | 44: 21: 9   |
| do.      | 2326 on do.                 | 99: 01: 11  |
| do.      | 2327 on J.B. Walmsley & Co. | 750: 16: 6  |

Ship "Harris" Accounts.

Large "Harris" Accounts.

Shipping Insurance for January.

Mr. Allen's Report, February 28.

Remarks on Accounts & Reply to Remarks.

Dispatch on Accounts.

Specification & P/L per "Parsons".

Originals.

|                                                   |             |
|---------------------------------------------------|-------------|
| First of Exchange No. 2315 on Mrs. J.B. Walmsley. | 41253: 5: 1 |
| do. 2320 on Messrs J.B. Walmsley & Co.            | 4180: 10: 5 |

Shipping Insurance, February.

Copy of Final Survey Report, Large "Harris".

Large "Harris" Accounts.

Shipping Report.

Statement on Accounts.

Specification & P/L per "Parsons".

| Specifications:- | Wool. | Skins. |
|------------------|-------|--------|
| D.V.             | 130   |        |
| E.A.             | 178   |        |
| E.B.             | 81    |        |
| H.B.             | 306   | 10     |
| S.P.             | 160   | 1      |
| H.C.P.           | 92    | 10     |
| S.P.             | 33    | 1      |
| S.V.P.           | 33    |        |

245.

OBDEA.

March 29th,

04.

Sir,

I wrote last per Panama which left here on the 2nd inst. and received per Oropesa on the 17th your despatch No.976.

2. 976-3. We will carry out your suggestion as to having tanks for the Sissie which can be put in and out when required. We have set up a large davit at the Esai Jetty for general use in discharging and loading boats, and this will be useful for the tanks. We have the rotary pump which belonged to the Wasp - Kelway says that it required about 80 lbs of steam to drive it; if this is so, we should not be justified in going to the expense of setting it up. As regards supplying water to ships, we must be prepared to do it, and I think a glance at the enclosed return of the amount received for this work during the last 5 years will be more or less reassuring. It shows that our average receipts are over \$100 per annum (the Tekoa of course brought up the average), and although I must admit that the labour involved in putting water alongside ships is considerable I think we are hardly justified in saying that we have lost money over it. The whole of the water has been conveyed in 3 tanks in the open scow purchased from Williams.

3. Par.4. The crew of the Samson consists of Captain Thomas, Atherton, one fireman, one man at the wheel, one forward for steam winch, and one aft for the tow rope when used. These six are indispensable at ordinary mail times, and more so when she has to go to Fort William at night. We do not always have to tow it is true, but she usually has to come alongside a Jetty returning from the steamer. I think Mr Blake will agree that it would not do to be short-handed as he saw for himself what had to be done

J. H. Cobb Esq,

Managing Director,

LONDON.



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when the Panama was leaving.

4. Par.6. The copy of Messrs Holmsted & Blake's Articles of Association were ultimately returned to me without having been registered, and no fees were paid.

5. Par.9. The Volunteer Canteen is I believe regarded as a Club, but is neither registered as such or licensed. The Volunteers do not treat their friends at their own expense, but as liquor is cheaper there, they make a public house of it, and the "freinds" openly pass money to the Volunteer to make the purchase. The worst feature is that liquor is allowed to be taken away, a privilege of which the fullest advantage is taken. We had a Legislative Council on the 23rd, and I took occasion to ask if the rules had been amended. The Governor produced a copy of the Am. Canteen rules and said that the Colonial Secretary who is now Commandant would investigate the question, and possibly draw up new rules. I hope they are not putting me off again.

6. Par.10. I note all that you say as to Mr Packe's mortgage. I thought that as he was paying us £800 off the debt, our security for the remainder would not be impaired by a mortgage for £1000 on the property, and I think the mortgage has been given. You will see that his indebtedness has decreased very considerably - on April 30th his account will I think shew a diminution of some £2500 as compared with last year. His share in the Fox Bay farm should also be remembered. On his return to Stanley I will talk the matter over with him - he has been away practically all the summer except on flying visits at mail times occasionally. I mention this to let you know that the questions have not been overlooked. I had a talk with the Governor as to the freeholds on Sections 17 and 29, and mentioned the point raised in your 974-I. He says he thinks you are right, but doubts if the Government will refund the purchase money of the 160 acres, the transaction having taken place so long ago. I gather however that the point we are chiefly concerned about is that our title should be recognised for the whole 6000 acres; as to this the Governor says there is no doubt.

7. Par.11. I think this paragraph has been written without a

(3)

full knowledge of the case: you describe the Rosa Baker as a lighter without masts or top hamper going ashore on a flat beach and assumed that Captain Thomas was solely to blame. She is decidedly different to the lighters you know, whose bulwarks are cut down flush with the deck, and hardly bear comparison with the Rosa Baker where resistance to the wind is concerned. When she was purchased I explained that we intended retaining her cabin at the after part of the main deck and the bulwarks; the strong foremast was likewise retained for the derrick. The cabin has been most useful for stowing packages from the steamers wanted hurriedly or passengers' luggage, and the retention of the bulwarks has enabled us to put quite 300 sheep on the deck and give the quick despatch to the New Zealand steamers that was apparently so much appreciated. But, these bulwarks and cabin offer a tremendous resistance to the wind. Unfortunately too, the beach where she went ashore is by no means flat, both divers reporting that she struck amongst a cluster of sharp rocks which tore the garboard and keel fastenings apart. She went ashore at above half-tide and filled in half an hour - at dead low water therefore it was impossible to see anything of the damage as she had 5 or 6 feet all round her. Whatever the circumstances it is doing us but scant justice to say that there is a dearth of nautical and inventive talent because within one week of the mishap we had not succeeded in getting her off. It is possible that we might have done so at great expense by means of casks in a week or two, but seeing that she was not likely to come to any further harm I considered it our duty to go to work as economically as possible. We have paid \$16 only for the diving, and had we tried to raise her with casks I am doubtful whether without a diver we could have passed chains round her for securing the spars and casks attached. I cannot understand why you should assume that we were doing nothing in the matter. I am very sorry to report that the disaster was due to Sedgwick having substituted whilst Captain Thomas was away in the Fortuna a small anchor for the heavy one she had. You may say that I should have said so in my despatch No. 240; the unfortunate fellow was however dead and

beyond the reach of blame and I considered that his reputation might be left alone, not thinking that you would have blamed Captain Thomas. Had he been in fault I should have said so.

Sedgwick had many times told Thomas that the original anchor was very heavy, and he could not get it up without 8 men, which at mail time was awkward - Thomas however would not allow a smaller anchor, not considering it safe. The fact that Sedgwick had during Thomas's absence changed the anchors was not known until after the Gravia's cargo had been discharged, December 30th or 31st. Two days after she dragged shore - Sedgwick died at the end of the year. As you compare Thomas so unfavourably with MacLauchlen I feel that I must say that you do not do him justice. MacLauchlen invariably declined and never would be persuaded or ordered to divide his men - he had 8 or 10 and was always with them in the lighter, and this was the bitter complaint of the Kosmos that he would never work more than one hatch at a time. Now we have to put 3 lighters alongside the steamer and Thomas has to leave them to others. MacLauchlen had not the Samson to run and had more time to attend to lighters. I am bound to assert that the floating property is handled now as well as ever it was, and I think Mr Blake will support me when I say that the Samson requires a lot of handling in weather such as the Panama experienced. When I add that Captain Thomas brought the Samson alongside the Capricorn which was herself alongside the East Jetty, without a scratch Mr Blake will also agree that it required skill. No; whatever his faults, and I am by no means ignorant of them, Capt. Thomas is neither careless nor unskillful. When Bees had the tug it was the rule rather than the exception for her to return to her anchorage without having done some damage to herself or some other craft, and I am glad to say that we have had but few instances since Thomas has had charge.

8. The moorings of the hulks have fairly constant attention. The J.F. Smith was moved to the Willscott and just lately we have provided her with a good second anchor and a mooring swivel. Captain Thomas is now mooring the Glengowan with a swivel, using as a second anchor one lately purchased from the Government.

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Formerly one anchor was sufficient, but as coal is removed and the hull comes higher out of the water, the resistance to the wind is greater and she must be moored. The Capricorn and Vicar of Bray have both been moved for the reception of cargo from the Inca, and will be properly anchored in their respective positions. The Samson and Plym both have good moorings, which have been put to good tests lately.

9. I regret that the back end stay in the Samson's boiler which was temporarily patched about two years ago is leaking badly, and must be repaired. Owing to this she cannot be used for the Rosa Baker for some time. When we succeeded in floating the latter on to the sand beach in front of the Office the tides were neap, and she has filled again since. Before attempting to heave her down for repair the carpenters would have to caulk the topsides, and we decided to try and get her sufficiently high up to enable them to do the necessary work at low water without heaving down. Now we must wait for the Samson's pumps and get the lighter away at the top of high water spring tides. There is really no great hurry or urgency in the matter now that she is in such perfect safety, and the object I have in view is to get the work done at as low a cost as possible.

10. Par.13. You will have learned that Atherton has mastered the oil engine allright, but we are glad to have the valuable book sent. I am quite sure you will agree that it was far better that Atherton should have solved his difficulties without going to North Arm; for irrespective of the inconvenience of his absence from Stanley, I could hardly make such an infra dig. suggestion to a certificated engineer to go and learn from Harris, who has no certificate. Atherton has not asked for a driver, and is not by any means likely to do so.

11. Par.14. I will call Mr Morton's attention to the omission to cable the departure of the Dwarf. They have lately observed a good deal of secrecy in the movements of the gunboats and he may not have known of it. The Beagle was supposed to have left for here on February 10th, but did not do so.

12. Par.15. I regret I omitted to advise you that the 3 casks



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of sealskins shipped per Oropesa were consigned to us by Arthur Harvey of Port Stephens - the contents were declared as 68.

13. Par.18. This is the first time I have heard of an 8 day chronometer from the Great Britain - in my time according to my recollection we had 1 chronometer by Birch, and some years ago purchased a second from Rowlands, by Fredsham I think, for \$20. I have a distinct idea that you wrote to Mr. Baillon disapproving of this purchase and suggesting that it should be re-sold when an opportunity offered; I cannot however lay my hand on the correspondence, in which I believe the history of the Birch was mentioned. In 1902 Mr Girling hired the Rowlands chronometer to the "Antarctic", and I have a letter from Dr Nordenskjöld agreeing to pay the \$20 for this. When it was decided to send the Fortuna to Monte Video for repairs I asked the Navigating Lieutenant of H M S Cambrian to give the Birch a rating - he turned it over to the Nymph as it was unsatisfactory, and Lieut Watson eventually told me that it was not trustworthy and should be overhauled. Captain Hayes took it home, had it repaired in Liverpool, and brought it back in the Orita. This is the only chronometer we now possess, but it occurs to me that it may be possible that Rowell may have had charge of the 8 day, and have left it with his own in Mrs Watt's charge. We used to pay him a small sum annually for keeping chronometers.

14. Par.19. I am really not able to offer any suggestion as to the cheapest method of importing gunpowder, except that I might be able to get one of the gunboats to bring an occasional case down from Monte Video if required. At present we have a fair stock, and now that we are selling cartridges to our own men at a lower rate, the sale of powder for refilling is likely to diminish. Mr Allan specially asked us to make the price as low as we could to get the geese thinned down.

15. Mr Felton and myself have received from the Government a reply to our letter on the subject of geese to the effect that a circular has been addressed to all sheepfarmers on the subject.

16. Par. 21. Mr Stubenrauch wrote last mail stating that in accordance with your instructions he had had our telegraphic ad-



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dress at Sandy Point. A message sent through him from Mr Shires to the Admiralty works out at about 4/11 per word, namely 13 cost £47.32 & 16 <sup>5</sup>/<sub>16</sub>, - £3.4.1.

17. The California arrived here for wool on Saturday, March 12 instead of the Corcovado which would have been to arrive. We had then over 1300 bales in the hulk and another 250 in the Hornet, Fair Rosamond and Richard Williams. I happened to be away in the Fortuna at the time, for having suggested to Mr Sharpe the third week of March, I did not anticipate that a steamer would have been here anything like so soon. He had cabled to Stubenrauch to let me know by the Panama, but the telegram was overlooked.

Captain Lawrenson said he had room for 2000 - 2500 bales, and Mr Girling thereupon despatched the Hornet and Fair Rosamond immediately after being discharged, to Berkeley Sound in order to make up the promised 2000 bales, the Fortuna being expected back daily. These schooners returned on Sunday afternoon with 200 bales, and we got back in the Fortuna with 340 on Monday. Consequently we were exceedingly disappointed to learn that the California could not take more than 1550 as it appears that the Valparaiso people calculated that our bales were small like those from Sandy Point. It was only on Mr Girling's strong representations to Captain Lawrenson that they took as many as they did.

At midday on Monday when there were 630 left in the hulk, all our own wool, Captain Lawrenson told Mr Girling that they could take only 150 - 200 more, which would have been disastrous simply. On Mr Girling's explaining the position Captain Lawrenson agreed to do his utmost - the third class deck was filled with wool, and the balance stowed at both ends of the promenade deck. She left at daybreak on Tuesday morning leaving 550 bales in the schooners. A letter was sent to Wilsons Monte Video asking them to cable to Mr Sharpe that we expected to have 1000 bales for the Oruba, but I fear the message may not have arrived in time for the space to be reserved.

18. 978-8. The Government have not so far imported any house coal by the P.S.N. steamers, and have purchased 25 tons from our stock.

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19. I regret to report that the North Wales coal sent in the CRISMA is quite unsatisfactory. We tried it in the PLYN in a trial trip, and the steam dropped from 90 lbs to 40 lbs running from abreast of Mr Packer's jetty to the Naval Works. We shall utilise it for lighting up, and then use the coal ex WILLSCOTT for steaming. We cannot even burn it on the schooners, but fortunately have about 50 tons of Cardiff coal left.

20. As Dean Brendon leaves for England by this steamer we should be glad to know when the South American Missionary Society will authorize to draw upon them for the usual quarterly account.

21. I have agreed to let the "Ship Hotel" to G.B. Smith, eldest son of Mr G.P. Smith of Johnson's Harbour. I believe him to be thoroughly respectable, and trust that he will succeed at the business. I feel very thankful that someone has come forward, for owing to the operations of the Canteen, the absence of H.M. Ships and the decrease of employment at the Naval Works the liquor trade is by no means flourishing. I had to promise Rutter a reduction of rent to induce him to keep the place on, - Smith hopes to get people to stay at the Hotel and thus increase the earnings.

22. I received a letter from Stubbs & Co. informing me that their barque "THORA" had been chartered to take wool from Port Howard and Port Stephens. It is somewhat discourteous, to say the least of it, that Messrs Dean should not have told us that they did not wish us to collect their produce this year. I have told Mr Hannah that for shipping their stores ex INJA to Port Stephens we must charge more than the usual coasting rate. Mr Mathews asked to have the Port Howard stores shipped at the lowest possible figure, - I have told him that with no return freight to Stanley, we cannot charge less than 15/- per ton. I have also charged for storing etc, and enclose the account (copy as I should like to have your opinion as to its reasonableness or otherwise. Ought we not to inform clients that for stores imported by them, and stored by us, we do not take the risk of

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fine unless so instructed? If we take this risk I should like to have a scale of charges. I propose to make Port Stephens pay £1 per ton freight, - if they do their business entirely outside us it is a question whether we should not charge them interest and commission at the same rate as J.L. Waldron Ltd.

23. Mr Girling's agreement will expire on the 24th August next, - I assume that I am at liberty to extend it in the same way as my own was, that is to say at £400 per annum, subject to six months' notice on either side.

24. At a meeting of the Legislative Council on the 23rd inst. the accounts for 1903 were presented. The Revenue exceeded the expenditure by £3047, and the statement of Assets and Liabilities shows a balance of Assets of over £100 as against the previous year's balance of Liabilities of nearly £3000. This is extremely satisfactory, - the Governor mentioned that in 1901 the Directors of the Falkland Islands Company addressed a very strong representation to the Colonial Office, to the effect that the finances of the Colony were in a bad way, and I said that the Directors would share the satisfaction of the Unofficial Members at the great improvement shown. The Governor asked for the appointment of two more travelling Schoolmasters, one for the West and another for the North Camp, which was agreed to.

25. On reading over my despatch No 245, per PANAMA, I find an error in typing paragraph 24 as to G. Thompson's dismissal, which may not have been rectified. The second sentence should read "The dismissal was apparently not confirmed by Mr Scott, who sent Thompson back almost immediately."

26. John Cameron, shepherd at North Arm, has to leave our service on account of illness. Although not eligible, I believe, for pension I give the subjoined record of his service, which has been sent in from Darwin: - Entered employ December 10th. 1884 on five years' agreement, wages £3:15:0 to £4:11:8 per month. Received £5 in 1887, £5:10:0 in 1890, £6 in 1895. Paid off on March 10th 1904.

10.

37. We are sending by this mail the box of digester fittings - we intended sending this by the California, but it was overlooked until the last moment when all space below deck had been filled with wool. The case was addressed at Darwin to Harker and we have let it go as it is - you will have the Bill of Lading.

28. Par.22. I have just received a letter from Mr Hennah informing me that Mr W.M. Dean has arranged with Spearing & Waldron to pick up their produce by a sailing vessel calling at Port Stephens about the middle of April.

29. Par.13. Since writing this paragraph the Fortuna has returned to Stanley, and I have learned from Rowlands that when he went home in 1893 he took both the Birch and the 8 day Chronometers, had them cleaned and brought them back in the Fortuna. The 8 day was handed over to the late Captain Thomas for the use of the Thetis about 2 years before she was lost, and went down with the vessel.

30. I have just received a note from the Governor asking for passages to be reserved in the Victoria leaving on May 25th, as he has applied for leave of absence.

I am,

Sir,

Your obedient servant,

*W. M. Dean*  
*Dean*



ENCLOSURES.DUPLICATES. (Originals per "California", March 14th.)

Second of Exchange No. 2315 on Mrs J. L. Waldron, \$1253:5:1

do. No. 2350 on J. S. Wainsley &amp; Co. 160:0:5

Boasting Insurances for February.

Copy of Final Survey Report, Barque "Lurlei".

Barque "Lurlei" Accounts.

Statement on Accounts.

Specification &amp; B/L per "California".

ORIGINALS.

Copy of Stanley Cash Book for January.

Copy of Stanley Journal for January.

Cash Vouchers, East &amp; West Stores.

Store Invoice, No 331.

Mr Allan's Indent for Fencing material.

Remarks on Stores &amp; Replies to Remarks.

First of Exchange No 2331 on Acct. Gen. H. M. Navy. 426:12:4

do. 2332 on S. A. Miss. Society. 46:12:2

Bank of Ireland's cheque on Bank of Ireland, £17.

Two copies of S. A. M. S. Account to March 30th.

Copy of Greenwell Island Account for H. H. Cobb.

Copy of Mrs. J. Bennett's Account, for her.

Mr Allan's Report, March 25th, and copies.

Extract from letter of A. Weir, February 14th.

Statement of receipts from water supplied to ships.

Fresh copies of Clients Accounts current.

Copy of letter to Pinto Baste &amp; Co.

Shipping Report.

Remarks on Accounts.

Statement on Accounts.

Letter for F. E. Cobb Esq.

|                  |       |        |
|------------------|-------|--------|
| Specifications:- | Wool. | Skins. |
| H. S.            | 59    | 1      |
| H. L.            |       |        |
| P                | 243   | 5      |
| T. R.            | 123   |        |
| F.               |       | 15     |
| E                |       |        |



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Oravia.

April 25th

04.

Sir,

I wrote you last per Oruba which left on the 29th ultimo and received per Orita on the 13th instant your despatch No 977.

2. 977-1. I am glad to learn that the Speedwell wool was forwarded promptly from Liverpool - it was very good of Capt. Hayes to take it on deck and stow below after leaving here.

3. Par.7. I fear very much that we should never recoup the outlay of a slip in Stanley. The prime cost would be heavy and the expense of placing the necessary appliances for hauling up would be very considerable. We are always able to heave a small schooner down at the East Jetty, but it does not seem, according to what was said at Monte Video, feasible to haul the Fortuna on a slip. As regards the Samson we might find some spot on the West Falklands, possibly at Beaver Island, where she could be beached and attended to, but one is so far away from Stanley. Atherton would like the propeller shaft drawn as he fears the bushing must have worn considerably by now, and sooner or later we shall have to put in the spare bush sent out with her. I am glad to say that he has replaced the back end stay which was worn out; he was just able with the tap sent out to get sufficient thread to hold a new stay of the same diameter as the old one. With good washers and lagging over the nut of plaster of Paris and asbestos this will no doubt last well. So far as we can see there is no other back end stay defective, but the back end plate has bulged badly, and all these defective stays have had to be replaced. The v

F.E.Cobb Esq.,

Managing Director,

Stanley.

2.

stays connecting the combustion chamber and the outer shell are rather bad, the washers having corroded, and there is consequently a slight leakage. Otherwise the boiler is in good condition.

4. Pars. 10 & 11. We will see that the word "Limited" is used on the despatch heading - I have noted the double number of despatch No 239.

5. Par. 12. If a steamer should leave Lisbon two days late at any time, a cable message would certainly enable us to save a good deal in labour and coal on the tug. One word would be sufficient, and if you would arrange a set of words chosen from the spare words at the end of the A 1 code meaning 2, 3 or 4 days late I should understand the message and should be very glad to know of it.

6. Par. 13. The alum was required for refining the Tallow at Goose Green, and I have always understood that burnt alum was more or less indispensable for the work there. Mr Mathews I know made a great point of having it, and I believe that Mr Allan also liked to have it. He wrote me that he had ordered it direct (that is, not through the office) at the same time as the arsenic; this article was sent and he understood that the alum would follow. When he sent to me for it I knew none had arrived, and asked Morton to supply if he could, but if not to send you a cable. Owing to the trouble with the men and the consequent delay with the work at Goose Green it has arrived in time to be of use.

7. Par. 14. I must ask you to allow me to defer going into the question of Insurance for the present. My absence at Lively Island and the work connected with the Fair Rosamond has taken up all my time. It has occurred to me that I have a very great amount of property uninsured, and I am glad that the Directors will go into the matter. I would only say at present that I do not consider there is much risk with the Camp houses. I know of only one burnt down, on Mr Felton's camp, and after this I wrote at his request to the Royal, asking whether

3.

they would quote a special rate. I told them that the risk was small, for in view of the fact that these houses are something like ten miles apart from any other shelter the occupants were most careful about fire. They quoted 10/- % for stone houses and 20/- for wood. In the case of an insurance at Port Stephens they declined to lower the usual Stanley rate for wooden buildings, 25/- %, for the reason that in case a fire broke out, there could be but little chance of extinguishing it in such an isolated spot.

8. Par. 15. I am glad to learn that the P.S.N.C. have met us so fairly in the matter of freight on Read's Bottled Ale and Stout, and this should enable us to continue importing their brand solely. We will bear in mind your remark about shipping as much as possible by cargo boat, but our difficulty is that we do not always know when one is likely to call.

9. I shall be glad to have another shipment of another 50 tons of House Coal in bags as before by a mail steamer when ever most convenient to the P.S.N.C. Mr Allan has mentioned that he would like to know that there is plenty here, and we are constantly receiving orders for 5 and 10 tons for the Camp Messrs Packer Bros burn coal at both Fox Bay and Dunnes Head, and Mr B. Stickney, Dr. Born and Mr Hennah also use coal. I find it most convenient to have it in bags, and keep a certain quantity stored on the Great Britain for shipment round the Islands. After discharging wool from a schooner it is a great saving of time to lower the coal into herx from the hulk, and the extra 4/- per ton for bags is more than worth the money. If a mail steamer has anything under 100 tons of cargo for here, it would no doubt meet the convenience of the P.S.N. to send us coal, but please do not send more than 50 tons on the same steamer. We could do with two shipmentsx between now and the end of the year.

10. Messrs Th. Bracht & Co., Of Antwerp, wrote me with reference to the export of live sheep from here, mentioning a freight of 10/- per head, fittings to be for account of the

4.

steamer. I have circulated the letter amongst the farmers, and enclose a copy of my reply to them in case you should hear direct.

11. Mr Morton in reply to my letter states that the sailing orders of H.M.S. "Dwarf" did not allow sufficient time for a cable answer to have been received from London.

12. Owing to the necessity to send Captain Thomas with the Samson to Lively Island, we have lost another tide during which we intended attempting to get the Rosa Baker higher up on the sand to enable the Carpenters to get at the vessel.

13. You will find enclosed in the Gazette for March a copy of a circular letter addressed to the sheepfarmers by the Government on the subject of the recent Land Ordinance.

14. I enclose a copy of a letter from the Colonial Secretary offering us a 21 years lease of the 1120 acres of land at Hillside, and a copy of my reply asking whether the Governor would be willing to sell this and the Reserves to us.

15. I much regret to report the loss of the schooner "Fair Rosamond" on Prong Point, Lively Island, on an outward voyage from Stanley, full of cargo. Financially, the loss will be as great to us as the loss of the "Thetis", but the Directors will have been glad to learn from my telegram that there has been no loss of life. She left on April 14th for Keppell, West Point and the Chartres; the wind having been from North and East and the glass high, Osborne went South about in order not to lose time getting to the Westward. After leaving Stanley, the wind came out E.N.E. and he set his course from the Wolf Rock S.W. by S. southerly, to clear Prong Point and Shag Rocks. About 11 p.m. a dense fog set in, there being a light breeze, and the same course was kept up to 2 a.m. when the wind died away, and about 2.15 the look-out man reported breakers. An effort was made to haul her up to the wind, but there was no steerage way and she would not answer her helm. The boat was then lowered to try and tow clear, but the long swell from the Eastward lurched her ahead and in ten minutes time she



5.

struck, evidently on the reef outside the Eastern arm of Prong Point. The sea was breaking right close to the bow and there was the immediate danger that it would swamp the boat alongside - Osborne therefore lost no time in getting the passengers and crew into the boat to get clear of the breakers. The passengers fortunately had been warned as soon as danger was reported, and had had sufficient time to dress. They consisted of Mr A.E. Felton and daughter, Mrs Perry, a daughter of Henricksen's about 13, and one of Mrs C.S. Williams's children, a boy about 7. There was no time to get anything into the boat from the schooner except the binnacle compass. The boat was rowed clear of the breakers and made ~~at~~ fast to the kelp until daylight. At daylight, about 6.30 a.m. there was still a dense fog, and the boat was rowed North along the East shore of Lively just at the edge of the kelp. Owing to the fog they could not tell where they were, and about 9.30 they landed on North East Island, still not knowing their whereabouts, and waited to see if the fog would lift. About 11 a.m. the fog lifted sufficiently to enable them to see the mainland, to which they then rowed the boat and landed on Lively. After wandering about considerably, they reached the Dip about 3 p.m., and found Mr G. Cobb with his men, the whole party getting to the house about 4. On Saturday the 16th, Mr George Cobb sent the news to Darwin by his cutter, and Mr Allan sent a man through on Sunday to let me know. I had the Hornet in Stanley and had the wind been fair would have sent her out. On Monday morning, however, there was no wind and a low glass, and I decided to go round at once in the Samson to see if anything could be done. We got away at 11.30 arriving at Lively before 6, and next day I rode over to the wreck with Captain Thomas. We found her driven up on to shelving rocks working heavily with the fresh wind from the W.S.W. - had there been a boat on the spot it might have been possible to get on board for an hour at low water and get some of the passengers boxes. Next morning, the 20th, the wind was blowing a gale from the S.W. and



6.

during the forenoon she broke in half at the main hatch and was completely smashed. The bow was evidently on a shelf of rock and with the wind from the South the wind smashed over her stern and broke her bodily in halves. A certain amount of the wood from the cargo was on the beach, but practically useless; most of the cargo washed away to sea and there is <sup>question of</sup> consequently there is no salvage. I therefore returned to Stanley on the Samson on the following day with the passengers and crew. I have questioned Osborne closely, and he assures me that he was up and down continuously, and that he always found that the vessel was on her course. The last sight he had of the land was off Port Harriet about 6 p.m. and he was intending to alter her course towards the Beaulieu Islands as the fog, instead of lifting occasionally as it had done, seemed to have settled down for the night. I am of opinion that when the vessel struck in a dense fog and they found breakers all round, he did right to get all safely into the boat at once. He says that but for the passengers he would have returned to the schooner in the morning, and might have got out some boxes. They did not, however, know where they were and it was imperative to get to some settlement for food and shelter. Mr Felton speaks highly of Osborne's conduct when the vessel struck - he kept his head well. Mr Felton's loss is very serious. In addition to goods purchased from us which were insured he had a large quantity of valuable luggage. He had been to Buenos Aires and made several purchases, all of which were on board. He had also goods shipped from England and 12 rams purchased on the East Falkland. He values the total at \$140 at least, and tells me that he called at the Office one morning to see me with reference to this insurance, but I was away at a meeting of the Legislative Council and he did not think of it again. I told him that our own loss was so serious that I did feared we could not afford to recompense him in any way. One incident makes it somewhat harder for him - when breakers

7.

were reported he advised all below to get dressed, within ten minutes they struck and he got hold of his coat, his daughter's dressing case, and a gladstone containing the most valuable of his goods, including \$15 in Government notes. He was prepared to get then in the boat, but thought of the tell-tale compass in the cabin. As he tore this down they told him to come up at once- he left his own things and dashed up with the compass into the boat, to find later that Osborne had already got the binnacle compass from the deck. Another very hard case is that of Mrs Perry, a daughter of old Goodwin of Roy Cove, just lately married. Her husband is at Keppell and she came to Stanley with \$110 to purchase furniture and stores to take out. She had \$35 left in Government Notes in one of her boxes and has therefore lost everything she possessed. Seeing that the Schooner is insured in our own Underwriting Fund I have not told Osborne to extend a protest, but got him to note in case Mr Anson's wine from England was insured through to the Chartres. I am writing to the suppliers, Messrs G.F. Grant & Co. 24 Rood Lane, about this. An Official Enquiry is to be held at noon to-day to which I am cited as a witness. I really do not know why they should summon me there as I cannot tell the Court anything about the stranding. If possible, I will report some of the proceedings. Captains Thomas and Willis are the Nautical Assessors - there is a certain amount of irony in the appointment of the latter as an assessor, for he has had the schooner piled up more times I believe than any other Master here.

16. I enclose a list of Insurancese on stores in the schooner amounting to considerably over \$500, which with the value of the schooner \$800 makes a total of about \$1350. This appears to me to be a very large risk to take in one bottom, but is a matter for the Directors.

17. The loss of the schooner must bring the question of a coasting steamer to a head, for before next wool season we must

8.

have either the steamer or another schooner to take her place. According to my last advices, the F.S.N.C. had decided that the cost of building a steamer would be prohibitive, and that they were looking out for a suitable one for purchase. The Governor has now sent an official letter inviting them to tender for a steam service with Punta Arenas, halving the calls of the Ocean mailboats. I understand that he put this before the Colonial Office and that they have instructed him to make the proposition officially to the F.S.N.C. I suppose we may manage to operate along somehow with the Fortuna and Hornet, but the carrying out of the West Falkland mail service will be a problem. The difficulty is the Chartres work, which means for the Hornet 4 trips, for each of which one cannot reckon less than one month. We can always afford to let a schooner call at Port Mary outward, but cannot afford to let her wait there to bring in the return mail. In addition to the Chartres work, I have the following trips mapped out for the Fortuna:-

Boy Cove, Saunders and Keppell.

Spring Point and Gunrose Head.

Wendell, Beaver and New Island.

Turnin for Tallow.

Port Maria for Tallow

Port Maria for Tallow.

and later on the sheepskins and tallow must be fetched from Mill Cove and Boy Cove. I had thought of commandeering the Choice, but understand that she has been allowed to run down in gear sails and general condition. One of the sealing captains offered me a Nova Scotia schooner, but these being of soft wood are out of the question. I enclose a copy of a letter from Mr. Heynard to Mr. Felton offering the "Maria Columba", 33 tons, for sale for £500; this I understand is a strong French built vessel originally rigged as a ~~hannan~~ brigantine. She is however a noted bad-stayer, a fatal defect for coasting round these Islands. Her topmasts are nearly as long as her lower-masts, and I fear she would not suit us in spite of her carrying

9.

18. April 26th. The verdict of the Court of Enquiry as to the loss of the Fair Rosamond, yesterday, was to the effect that the Master was exonerated from all blame - the course steered was proper and sufficient to clear the vessel of all danger, and the disaster was due to the strong inset of the tide. The Master acted rightly in taking to the boat with passengers and crew when he did. All the same we know now that it would have wiser to have put the vessel out when so dense a fog came down. I think myself that Osborne, knowing that the old craft was shaky, did not wish to be too far out. When Mr Blake went in her to Port Howard, she opened out quite 6 inches at the covering boards by the mainmast, and I had had her knees refastened and four strengthening straps fastened to the deck beams and stringer or shelf. This expense was unfortunately thrown away. I have cabled to you ROSAMOND RETURNED WITHMAN FROM POINT SCOTTANDO.

I am,

Sir,

Your obedient servant,

*W. H. Murray*  
*Murray*



## Enclosures.

Duplicates. (Originals per "Oruba", March 30<sup>th</sup>.)

Despatch No. 245.  
 Copy of Stanley Cash Book & Journal for January.  
 Store Indents, No. 331.  
 Remarks on Stores, and replies to Remarks.  
 Second Exchange No. 2331 on A. H. Murray. £26.13.4  
 " " " 2332 on S. A. Missionary Socy. £6.12.2  
 Copy of S. A. Missionary Society Account, to March 31<sup>st</sup>.  
 Mr. Allan's Report, March 28<sup>th</sup>.  
 Statement of Receipts for Sale of water to Ships.  
 Remarks on Accounts, & replies to Remarks.  
 Statement on Account.  
 Specification and Bill of Lading per "Oruba".

## Originals.

Copy of Stanley Cash Book, February & March.  
 " " " Journal " "  
 Cash Vouchers, East & West Store. " "  
 Stanley Ledger Balances - March 31<sup>st</sup>.  
 Store Indents No. 332.  
 Remarks on Stores & Replies to Remarks.  
 First Exchange No. 2330 on C<sup>o</sup> Munroe & 257.11.10  
 " " " 2331 on Secy U. S. Navy \$1704.85.  
 Coasting Insurances for March.  
 Insurance on Produce Return, No. 46.  
 Stanley Wages Return, Gr. ended 31 March.  
 Camp " " " "  
 Mr. Allan's Report, April 22<sup>nd</sup> & copies.  
 List of Insurances per "Fair Rosamond".  
 Copy of letter, Request to J. J. Felton re "Maria Columba".  
 " " " per Mr. Wright re with reply.  
 " " " Colonel Scantling re loan of horses, and reply.  
 " " " do do Coasting & Steamer.  
 Circular Letter to Sheep Farmers re Land Ordinance.  
 Copy of Draft showing P. S. A. C. earnings for Falkland Island.  
 Shipping Report.  
 Remarks on Accounts, & Replies to Remarks.  
 Statement on Account.  
 Letter to Mr. Cobbler.



10.

P.S. 19. Have just received from the Colonial Secretary offering us a lease of the Bull Point Reserve of 1280 acres at the rate of £25 per section. Seeing that we have never been called upon to pay rent for over 50 years for this small lot it is rather low of the Government to exact rental now; and I should think that after over 50 years occupation of the land we should be entitled to hold it rent free until utilised for the purpose for which it was originally reserved, namely, I believe for the erection of a lighthouse. The last paragraph of the letter answers my enquiry as to whether the Government will sell us the small Bluff Cove piece and the Reserves. This enquiry was prompted as a result of a conversation between Mr Blake and the Governor, who said then that he saw no reason why we should not purchase these Reserves; another instance of the difference one usually experiences between the Governor's sentiments when personally expressed and when officially described on paper.

20. I enclose a copy of a letter I have just written to the Receiver of Wrecks, who is attempting to make us pay the costs of the Enquiry into the wreck of the Fair Rosamond. I did not ask for the Enquiry, but they evidently want to make us pay, if possible. There is a special Ordinance dealing with Wreck Enquiries - No 3 of 1899.

21. The Gravia arrived at daylight on the 27th, bringing your cable TRASTAMOS. She will leave about noon. I have received a letter from the West Coast Manager at Valparaiso, informing me that the Antisana will call here about May 29th for 3000 boxes. By that date, I expect to have quite that number on hand in spite of the loss of the Fair Rosamond.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Copy of letter from Colonial Secretary, 25th April

      "      "      to Receiver of Wrecks, 26th April

      "      "      to P.S.B.C., 25th April

Supplementary Statement on accounts

Copy of R/L and Specification per Oravia

Copy P.S.B. Account.

















