

1904
Time
18
DESPATCHES

7

FIC ARCHIVES

STANLEY
TO LONDON

No 247 to No 380

24 May 1904

to 25 April 1904

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D11

CH^Y MANUFACTURERS
LONDON

DESPATCH no.1060 per "Oravia", 3rd June, 1909.

PRECIS of SUBJECTS.

1. Acknowledges despatches.
2. On shipment of Tallow shut out of "Ragnhild".
3. Reports Salvesens' desire to buy "Galino" for New Island.
- 3½. Approves letter to A.E. Felton.
4. Mentions accounts-current that are of value to London Office.
5. Suggests raising freights on Farm produce.
6. Regrets loss of Captain Indriksen.
7. On ship work, and machinery for Carpenters' shop.
8. Agrees to advance cash to G.P. Smith on mortgage.
9. Reports correspondence with Mr. Bourlas of Liverpool, and comments on same.
10. Refers to price of WKC Wool.
11. Enquires about house granted free to Mrs. Ryan.

DESPATCH no.1059 per "Oropesa", 5th May, 1909.

PRECIS of SUBJECTS.

1. Acknowledges despatches and letter.
2. Refers to question of Slip.
3. Reports conversation with Mr.T.Salvesen about West mail.
4. Alludes to salvage claim on "Gladova".
5. Points out incorrect complaints received from Stanley.
6. Replying to report on the Mathews case, suggests protest to C.O. and petition for a Stipendiary or Judge.
7. Reports acceptance of bill on account of "Metropolis", and expresses approval of MacNicoll's methods.
8. Acceptance of "Gladova"'s bill reported.
9. Remarks on sailing of "Ragnhild", and states lay days used.
10. Commenting on Wool left behind by "Junin", expresses thanks of Company to Capt.Archer of "Oropesa" for filling up.
11. About Whaling.
12. Asks for correspondence relating to loss of "Perthshire" in 1885.
13. Records Board's disapproval of advances made to members of the Company's staff, especially with regard to Mr.Reid's account.
14. Suggests selling sheep's "skins" to Irving.

DESPATCH no.1058 per "Orissa", 7th April, 1909.

PRECIS of SUBJECTS.

1. Acknowledges despatches and letters.
2. About space to be reserved for homeward cargo.
3. Complaint by the P.S.N.Co. about "Luendes".
4. Acknowledges correspondence about Telephone.
5. "Samson"'s class not to be kept up.
6. Remarks on "Gulf Stream".
7. Discusses "Gladova" and obscure cablegram. Remarks on butter.
8. Remarks on "Ragnild" and her cargo.
9. Claim for salvage on "Gladova" likely to be settled.
10. Remarks on falling off in Store profits.
11. Enquires about explosives stored ex "Gladova".
12. Samson's account.
13. Schooners' do.
14. Sundry accounts.
15. Consumption account, especially with regard to Coals.
16. Suggestions for improving the management of the Store.
17. Remarks on wool cabled for next sales.

DESPATCH no.1057 per "ORCOMA",10th March,1909.

Precis of Subjects.

1. Acknowledges Despatch no.351 and letters.
2. Will not write about question of Port Stephens passages.
3. Reports Charter of "Ragnhild" with remarks on cargoes.
4. Will not pursue the subject of interest to Clients.
5. Reports decision not to tender for Mail service, and suggests
higher freights on produce.
6. Discusses Salvesens, and suggests danger of losing the P.S.M.Co.
7. Reserve at Darwin, suggests buying when possible.
8. Accounts sent to H.H.Schmidt.
9. Acknowledges information about ships under repair.
10. Will make payment to Crown Agents on account of G.Bonner & Co.
11. Reports arrival of "Flamenco" and receipt of Reports on wool.
12. Discusses request from A.E.Felton as to sale of his wool, and
gives reasons for declining it.
13. No information about two bales wool in dispute per "Flamenco".
14. Reports arrival of produce per "Sallust", and suggests that sin-
gle hides should not be shipped
15. Asks for a return of Company's houses and the rents received.
16. Enquires about cost of repairs to Telephone.
17. Complains of non-receipt of certain accounts-current.
18. Suggests laying up a schooner, preferably the "Malvina".
19. Discusses in general terms the business done with clients and
the profits derived therefrom.

Accounts $\frac{993}{9}$ $\frac{1027}{2}$
 Admiralty steam cranes & dredging grabs etc $993\frac{1}{2}$
 Anson & the "Rippling Wave" $\frac{997}{6}$ $\frac{999}{2}$
 Auxiliary Oil Engines $\frac{992}{10}$
 Kelly $\frac{1012}{9}$
 Armstrong's passage & pension $\frac{1014}{13}$
 Accounts current $\frac{1032}{6}$ $\frac{1057}{17}$
 Williams salary $\frac{1035}{4}$

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Bender's debt. $\frac{1000}{21}$ $\frac{1005}{6.}$ $\frac{1016}{11.}$ $\frac{1040}{22.}$ $\frac{1044}{14.}$

~~Browning~~ Browning - advance of £300 authorized $\frac{1007}{8.}$ interest due $\frac{1003}{10.}$
Brown & Blanchard & the islands $\frac{1024}{14.}$

Bonus $\frac{1027}{23.}$ $\frac{1033}{6.}$ $\frac{1038}{2.}$

Baseley $\frac{1033}{19.}$ $\frac{1037}{11.}$ $\frac{1038}{4.}$ $\frac{1046}{6.}$

"Bali" $\frac{1038}{6.}$ $\frac{1040}{9.}$

Bedford $\frac{1038}{18.}$ $\frac{1040}{11.}$ $\frac{1045}{12.}$ $\frac{1052}{11.}$ $\frac{1053}{18.}$ $\frac{1054}{15.}$ $\frac{1055}{3.}$ $\frac{1060}{9.}$

Bleaker Island $\frac{1041}{3.}$ lease $\frac{1074}{11.}$

Bonner's mortgage $\frac{1043}{13.}$ $\frac{1047}{9.}$ $\frac{1048}{4.}$

Blake, R. returns to London $\frac{1043}{15.}$

Brucklayer $\frac{1043}{16.}$

Buxell, $\frac{1048}{5.}$

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Chance re-salvage claim $\frac{992}{3}$ $\frac{994}{7}$ $\frac{996}{7}$ $\frac{997}{8}$ $\frac{999}{4}$ $\frac{1000}{8}$ $\frac{1015}{8}$ $\frac{1018}{2}$
 Coasting steamers $\frac{997}{5}$ $\frac{998}{11}$ $\frac{999}{24}$ $\frac{1000}{18}$ $\frac{1001}{8}$ $\frac{1002}{16}$ $\frac{1003}{20}$ $\frac{1004}{3}$ $\frac{1005}{4}$ $\frac{1006}{17}$ $\frac{1007}{5}$ $\frac{1007}{3}$
 Coasting insurance, increased rate $\frac{997}{15}$
 crews - re-discharging $\frac{999}{6}$
 Coleman - reports death of $\frac{1008}{11}$
 Canning $\frac{1013}{5}$ $\frac{1016}{5}$ $\frac{1017}{14}$ $\frac{1021}{3}$ $\frac{1022}{17}$ $\frac{1061}{9}$ $\frac{1063}{10}$ $\frac{1064}{4}$ $\frac{1071}{8}$ $\frac{1074}{19}$ $\frac{1077}{16}$
 Caradoc $\frac{1013}{9}$
 Consort $\frac{1014}{12}$ $\frac{1016}{12}$ $\frac{1024}{2}$
 Cassard $\frac{1016}{9}$ $\frac{1017}{4}$ $\frac{1020}{2}$ $\frac{1020}{5}$
 Captain Thomas's house garden $\frac{1019}{7}$
 Customs Officers hours $\frac{1019}{4}$
 Captains for Schooners $\frac{1024}{4}$
 Cree $\frac{1050}{12}$
 Clients business $\frac{1057}{19}$
 Carpenters & Biggs $\frac{1060}{7}$
 Casings $\frac{1062}{6}$ $\frac{1069}{2}$
 Coy's dividends $\frac{1064}{6}$
 Capricorn $\frac{1075}{8}$
 "Copley" $\frac{1076}{14}$

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Discount on Telephone purchases $\frac{1014}{3.}$ $\frac{1016}{13.}$

Darwin cutters $\frac{1022}{7.}$ $\frac{1028}{18.}$

Dishonest seamen $\frac{1025}{22.}$

"Due D'Aumale" $\frac{1041}{6.}$ $\frac{1042}{10.}$ $\frac{1043}{12.}$ $\frac{1044}{8.}$

Deprats $\frac{1048}{12.}$

Dean business $\frac{1050}{14.}$ $\frac{1054}{4.}$

Diamond Jubilee College at Darwin $\frac{1052}{2.}$

Darwin Reserve $\frac{1057}{7.}$

Deccan $\frac{1070}{4.}$

Dearmount $\frac{1074}{9.}$

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Erica Karpus van page 555
Emilie's draft - $\frac{1007}{5}$

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J. J. Fellon's Est. re F. mark. $\frac{721}{15}$

Fortuna - sails orders $\frac{1207}{8}$

Dr. Foley appoints Camp Doctor $\frac{1071}{11}$

Fortuna lost $\frac{1013}{9}$ $\frac{1015}{6}$ $\frac{1017}{10}$ $\frac{1018}{5}$

A. E. Fellon's A/c $\frac{1021}{21}$ $\frac{1027}{9}$ $\frac{1044}{14}$ about-takers $\frac{1057}{12}$ $\frac{1062}{13}$ weights good $\frac{1063}{12}$

Freehold land in Stanley $\frac{1022}{4}$

Fencing of Fellon's & Robson's boundary $\frac{1022}{10}$

Lifeline $\frac{1022}{12}$

Federal Lora Maresca $\frac{1022}{29}$ $\frac{1025}{10}$ $\frac{1027}{6}$ $\frac{1028}{7}$ $\frac{1030}{4}$

F.P.A. policies $\frac{1025}{4}$

freights $\frac{1042}{6}$

French Consulate $\frac{1049}{10}$

Freezing in the islands $\frac{1050}{4}$

"Fairport" $\frac{1062}{7}$ $\frac{1065}{2}$ $\frac{1069}{3}$ $\frac{1091}{19}$

Foley, Dr. appoints Acting Col. Surgeon $\frac{1062}{11}$ $\frac{1065}{4}$

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Glenogowan Coal to $\frac{792}{11}$ $\frac{797}{2}$
 Great-Britain - fire $\frac{1997}{12}$ $\frac{1995}{7}$ $\frac{1014}{4}$ $\frac{1033}{25}$ steam wind $\frac{1035}{2}$
 Gustav & Oscar $\frac{1020}{1}$ $\frac{1021}{4}$ $\frac{1022}{8}$
 Gwendolyn - reports purchase $\frac{1014}{14}$
 Glenn $\frac{1018}{13}$ $\frac{1020}{3}$
 Gwendolyn $\frac{1018}{14}$ $\frac{1021}{11}$
 Gratinis to Captains $\frac{1021}{19}$
 Greenshields Commission $\frac{1022}{15}$
 Goose Green boiler $\frac{1040}{7}$
 Glenogowan & Sabine hulks $\frac{1043}{19}$ $\frac{1063}{5}$ $\frac{1065}{12}$ $\frac{1072}{5}$
 Gorton $\frac{1046}{5}$ $\frac{1049}{2}$
 Great-Britain - moorings $\frac{1048}{3}$
 Gladova $\frac{1052}{14}$ $\frac{1055}{5}$ $\frac{1056}{13}$ $\frac{1058}{7}$ $\frac{1059}{9}$ $\frac{1069}{9}$ $\frac{1070}{7}$
 Gulf Stream $\frac{1053}{14}$ $\frac{1058}{5}$
 Gunford $\frac{1059}{12}$

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Hornet lost $\frac{992}{9}$

Harding - leave of absence allowance (1906) $\frac{1005}{11}$

Mrs Hansens - advance of £300 $\frac{1018}{12}$

Hyndford $\frac{1018}{15}$ $\frac{1019}{1}$ (salvage instructions) $\frac{1020}{8}$ $\frac{1021}{10}$ $\frac{1022}{20}$ $\frac{1022}{26}$ $\frac{1024}{5}$ $\frac{1027}{18}$ $\frac{1029}{24}$

Hersen $\frac{1028}{19}$

Hennette $\frac{1050}{9}$ $\frac{1054}{14}$

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Insurance claims - re. packing of bales dropped overboard 5
Income Tax - S. I. Coy. re-^{re-~~and~~} 991 $\frac{1}{4}$ + 992 $\frac{1}{2}$ $\frac{1000}{11}$

Insurance Coys - suggested tax $\frac{994}{2}$

Insurance policy outwards working $\frac{1007}{2}$

Islands $\frac{1033}{9}$

Letters at the outports $\frac{1043}{20}$

Justice in F. Is. $\frac{1063}{9}$

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Kings. 7. pension $\frac{1065}{14}$

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Lafonia - re. change of part-rc 991/13.

Lighthouse at Cape Pembroke - renewing 5 light-tape re $\frac{997}{16}$ $\frac{1000}{6}$ $\frac{1002}{12}$ $\frac{1020}{6}$.

Lighthouse $\frac{795}{10}$

Lighthouse Telephone $\frac{998}{12}$ $\frac{1007}{1}$

Lafonia accident $\frac{1013}{11}$ $\frac{1016}{7}$ $\frac{1020}{4}$ $\frac{1021}{23}$

Lynn Bureau $\frac{1020}{15}$ $\frac{1021}{7}$ $\frac{1022}{13}$ $\frac{1025}{3}$ $\frac{1028}{24}$

Lafonia windlass $\frac{1021}{5}$ $\frac{1025}{2}$ $\frac{1030}{2}$

Lodore $\frac{1050}{16}$ $\frac{1052}{10}$

Lloyd's Agency $\frac{1063}{8}$

Lonsdale $\frac{1069}{6}$ $\frac{1070}{5}$ $\frac{1071}{7}$ $\frac{1072}{10}$ $\frac{1074}{6}$ $\frac{1075}{5}$ $\frac{1076}{12}$

Lafonia Sails 285/8 page 279

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Mail Service. Contributing done by P.N. Camp Stⁿ page 691

Mical. Extract - $\frac{1004}{2}$

Morton - about change of 1 cent - $\frac{1006}{11}$ $\frac{1007}{6}$ $\frac{1071}{3}$

Malina $\frac{1020}{19}$ $\frac{1022}{21}$ $\frac{1022}{27}$ $\frac{1024}{28}$ $\frac{1025}{24}$ $\frac{1027}{24}$ $\frac{1033}{10}$ $\frac{1033}{15}$ $\frac{1034}{9}$ $\frac{1040}{2}$ $\frac{1041}{8}$ $\frac{1043}{4}$ $\frac{1043}{26}$ $\frac{1061}{8}$

Managers house & bds. generally $\frac{1027}{20}$ $\frac{1030}{6}$ $\frac{1032}{5}$

Morrison & Grant - $\frac{1040}{22}$ $\frac{1044}{14}$

Mortons bonus $\frac{1042}{9}$

Mc Nicoll $\frac{1047}{10}$ $\frac{1048}{12}$

Metropolis $\frac{1052}{14}$ $\frac{1054}{12}$

Moir $\frac{1053}{10}$ $\frac{1055}{23}$ $\frac{1065}{18}$

Adam $\frac{1065}{18}$

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Navy Point lease $\frac{1043}{24}$

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Oswalds - extra allowance	$\frac{1004}{3}$	$\frac{1028}{15}$	$\frac{1030}{11}$	$\frac{1050}{15}$	$\frac{1052}{16}$
Owner's liability to	$\frac{1018}{2}$				
Office staff	$\frac{1045}{8}$				

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P.S. N. Coy - re. London correspondence with Valparaiso about shipmen $\frac{221}{12}$

Port Stephens - amos's balance sheet from Mrs Stan produces re $\frac{1001}{4}$

Paul Senberg $\frac{1005}{11}$ $\frac{1007}{13}$ $\frac{1071}{15}$

P.S. N. Coy - wool & cheepskin rates re $\frac{1007}{2}$

Public Houses & good will $\frac{1016}{10}$

Plym $\frac{1021}{8}$

Plant compressing $\frac{1025}{15}$ $\frac{1053}{11}$

Price of flour re $\frac{1025}{19}$

Pearson's deb $\frac{1028}{5}$

Property & repairs $\frac{1028}{9}$

Provisions - Ellis & Mortons $\frac{1032}{14}$ $\frac{1034}{5}$

P.S. N. Strs. loading $\frac{1041}{9}$

Port Stephens $\frac{1043}{21}$

Prices of ships gear $\frac{1053}{16}$ $\frac{1056}{7}$

"Penguin" $\frac{1054}{3}$

"Perthshire" $\frac{1061}{5}$

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Rosa Baker - coppering re $\frac{991}{20} \frac{993}{11}$

Repairs to ships - advice of cost - to be sent more frequently $\frac{1002}{14}$

Reid $\frac{1020}{20} \frac{1059}{13}$

Rowlands, Capt. $\frac{1043}{11}$

Reservoir $\frac{1049}{3} \frac{1051}{1} \frac{1055}{4}$

Rhuddlan Castle $\frac{1053}{13} \frac{1054}{6}$

Ragnhild $\frac{1058}{16}$

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Spearin & Waldron - about outward cargo &c & coal $\frac{991}{5}$
 "Sofala" - re account $\frac{991}{14}$ $\frac{996}{4}$ $\frac{1007}{7}$ $\frac{1006}{14}$ coal $\frac{1015}{10}$
 Slaughter House foundation trials (!) $\frac{993}{5}$
 Samson, Fortuna Hornet & Pique - re port registration $\frac{994}{14}$
 Samson's pump sent & fireman $\frac{996}{6}$
 Samson in Montevideo $\frac{998}{16}$ $\frac{999}{7}$ $\frac{1000}{19}$
 "Sicilia" $\frac{1000}{3}$
 Samson's leaves Montevideo $\frac{1007}{6}$ $\frac{1005}{17}$
 Samson - wages lost while in M.V. $\frac{1007}{11}$ $\frac{1002}{8}$
 Sailing legs of mutton for shipment $\frac{1002}{7}$ $\frac{1005}{16}$ $\frac{1007}{14}$
 Re Smith & Sharp $\frac{1002}{16}$ $\frac{1003}{7}$ $\frac{1007}{2}$ $\frac{1002}{3}$
 Samson's &c for repairs at M.V. $\frac{1002}{17}$ $\frac{1005}{5}$ $\frac{1005}{19}$ $\frac{1006}{5}$ $\frac{1006}{9}$ $\frac{1008}{2}$ $\frac{1024}{22}$
 Ships accounts - extract from Kay on Shipmasters & seamen $\frac{1008}{2}$
 Treatise on Sheep tax $\frac{1008}{6}$
 State &c $\frac{1011}{16}$ $\frac{1047}{6}$ $\frac{1050}{5}$ $\frac{1058}{10}$ $\frac{1074}{2}$
 Sustentation fund $\frac{1013}{4}$ $\frac{1016}{4}$ $\frac{1022}{18}$
 L. Smith - reports sailing of ketch "Glean" $\frac{1013}{15}$
 Samson & trips $\frac{1014}{15}$ $\frac{1017}{3}$
 Shipwrecked crews &c $\frac{1015}{6}$
 Samson $\frac{1021}{18}$ $\frac{1024}{12}$ $\frac{1058}{12}$
 Shearing machinery & oil engine at North Arm $\frac{1025}{21}$
 Silver $\frac{1028}{16}$
 Seamen $\frac{1032}{2}$ $\frac{1041}{9}$
 Shore Bdg. $\frac{1039}{9}$ $\frac{1043}{17}$
 Sealing rights on Coy's property $\frac{1041}{5}$ $\frac{1044}{5}$ $\frac{1045}{7}$ $\frac{1048}{8}$ $\frac{1056}{12}$
 Specifications $\frac{1047}{29}$
 Swift beef Coy. $\frac{1047}{14}$
 Simba $\frac{1048}{6}$
 Sissie $\frac{1052}{12}$ $\frac{1053}{9}$
 Slip $\frac{1052}{4}$ $\frac{1054}{7}$ $\frac{1055}{6}$ $\frac{1056}{2}$
 Salvage &c $\frac{1055}{8}$ $\frac{1056}{10}$ $\frac{1059}{3}$ $\frac{1060}{2}$
 Schooners &c $\frac{1058}{13}$
 Stone alterations $\frac{1061}{4}$
 Stanley wages $\frac{1074}{14}$ $\frac{1075}{7}$

Follow shipments $\frac{1050}{10}$.

Follow shipments $\frac{1050}{10}$.

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Workmen Compensation page 566 $\frac{1033}{7}$ $\frac{1039}{1}$ $\frac{1038}{3}$ $\frac{1039}{8}$ $\frac{1000}{20}$ $\frac{1042}{2}$ $\frac{1048}{16}$ $\frac{1052}{4}$
 Weddell Island Mortgage $\frac{998}{14}$ $\frac{1000}{20}$ $\frac{1021}{13}$ $\frac{1055}{2}$
 "M. E. Watson" $\frac{1014}{7}$
 Wesell's wool $\frac{1014}{9}$
 West Falkland mails $\frac{1027}{10}$ $\frac{1028}{8}$ $\frac{1030}{9}$ $\frac{1033}{3}$ $\frac{1057}{55}$ $\frac{1077}{3}$
 C. Williams $\frac{1028}{20}$

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VICTORIA.

May 24th

04.

Sir,

I wrote you last per Oravia on the 25th ultimo, and received on the 12th instant per Panama your despatch No. 978.

3. Par. 5. The schooners have always within my recollection used Welsh Coal for galley fires - if any other sort is used the soot blackens everything, including sails, and the fore-castle gets in a terrible state. I tried the North Welsh Coal in bags for schooners, but the cooks cannot make it do. Decent cooks are scarce, and unless that department is properly attended to, we cannot get good work out of the men. My point as to the advantage of bags is that so much is saved in labour and absence of waste; if we have out a shipload it is a different matter, but when one imports say 50 tons by steamer it has to be handled so many times, and if sent in bulk the knocking about and waste is very considerable.

3. Par. 6. Turner left by the Oravia - I have placed Mrs Charles Aldridge (nee Fleuret) in charge of the Milliner Store.

4. Par. 7. I fear it is quite impossible to guess the ownership of the anchors, one of which was a very large one with a wooden stock. This is now in use for the Glengowan.

5. Par. 11. I really do not know how the special survey can be held on the Samson - we shall not have a ship of war here till October, and even then it would be necessary to send her round to Port Egmont or Beaver Island to draw the tail shaft. Will you explain the matter to Lloyd's Register? If I could get a Naval Engineer to go round with her at the end.

W. E. Cobb Esq.,

Managing Director,

London.

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the year and hold the survey, would Lloyd's allow her to resume her class?

6. Par.12. I fear I was, perhaps, over sanguine as to repairing the Rosa Baker - on attempting to get her higher up, we found we could not keep the water down - she is evidently very weak at the topsides and stern, and if we are to get anything done we must raise her by casks. I have refrained from adopting this course hitherto on account of the expense, but fear now that it is the only way. Rowlands is always saying that if the keel fastenings are gone we cannot repair her. Undoubtedly, if we could purchase another lighter, I should recommend replacing her, but we cannot do so here, and three lighters are not enough for dealing with all the mail cargoes.

7. Par.13. The Governor has again postponed the operation of the Ordinance imposing a tax on Sealskins, and has given the sealers until the end of the present month. Three vessels have been in and have returned to Halifax to refit. Others are expected before the end of the month, and two or three will probably winter here.

8. Par.14. I sold the Plym's large sidelights for £3.10. 0, and have fitted her with a small copper pair that we had on hand.

9. Par.17. I sent you by last mail a copy of correspondence with the Colonial Secretary as to the "Reserves", and anticipate that you will communicate direct with the Colonial Office. I suppose we may as well accept the 21 years' lease of the 1120 acres at Hillside offered in the Government letter of the 8th; the letter states that a clause will be inserted in the lease saying that we shall not be allowed to purchase without the express consent of the Governor in Council. As soon as we get the lease, and a new Governor arrives, I should be disposed to ask whether such a stipulation is not ultra vires, section 14 of the Land Ordinance giving a lease the absolute right to purchase without any further sanction on the part of the Governor. As regards the Bull point Reserve

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I understood from the Governor that there was once a question of building a lighthouse there, and this was the reason for reserving a plot. I will not take any further steps until I hear from you again, more especially as there is to be a change of Governorship.

10. Par. 12. I note your remarks on various items connected with the Accounts for 1902, some of which call for explanation from me.

SALT. The salt was ordered for sale to the sealers, but not the casks; we were under the impression that the salt would pay the freight on casks which would be useful for Goose Grease. At that time, it was a question whether we should have to ask for a skilled cooper, and it seemed a good chance of making sure of having a certain number of good tallow casks in case our own were not equal to the coopering work. Instead, however, of packing the salt in good tallow casks, the suppliers sent us very poor casks, absolutely useless for anything but fire wood. Naturally, the sealers would not pay heavily to cover our mistake, and we had to get the best price we could.

BAD DEBTS. Boherr had a remittance some years ago, but evidently spent it. He left the Colony in 1902, intending to return, but did not, and it was useless to regard the debt as an asset any longer.

BUILDINGS. I have asked Mr Allan for further details as to this, and will add a paragraph before closing.

PLANT. I note your remarks as to the Great Britain's new boiler. The local charges, however, certainly represent an addition to the value of the property as they include a new concrete foundation for the boiler, and the necessary work to the house in which it is placed.

STORE BALANCES. Most of the debts which you mention have been commented upon more than once and any remarks I should have offered would have been more or less a repetition of previous explanations. I did not send any, but may now say to

the debts of Bernsteen, Cartmell, Gladall, Kirwan, Pauline and Peck have been reduced. G.J. Felton (a son of Mr J.J. Felton) will no doubt settle his account shortly; Harkiss, Luchtersberg, Marnes and Poppy have been commented upon before; these last cases have our attention, and will be further reported upon when we make out the balances at the end of June. f

BURGHLEY BALANCES. Mrs Betts is dead, and her affairs are in the hands of a son who, being Manager at Pebble Island, is not apparently able to attend to them as promptly as could be wished. We have sent in all accounts to him. Mrs Parrin started a sausage manufactory, and we, weakly I admit, allowed her more credit than we should. Her husband is alive, but is in such a bad state of health that he is more frequently out of work than not, and I have doubts about the recovery of the debt. We will, however, do our utmost to get some of it.

11. For 15 and 977-16. By last mail I was able to refer only shortly to the question of the insurance of buildings and in order to deal with the matter thoroughly I must go to Darwin. I had thought I might have been able to run up when at Lively, and would have taken some measurements showing the positions of the various houses. I found I could not have got back in time for the mail, and therefore abandoned the idea until a better opportunity offered. If I can do so, I will get away after this mail and should then be able to send you an exhaustive report. I note the insurances already effected at Darwin and the Carpenter's shop in Stanley - the rate is apparently 15/- % less 5% allround, although the buildings are of different construction, for instance the Coal Shed is galvanized iron and the Galpon stone. The insurance of lighters is made up as follows:- Rosa Baker \$400, Nimrod \$300, Fairy and Milton \$200 each, and the premium is stated at 40/-. I append a list showing insurances on stores, amounting in all to \$270 on which we pay a total premium of £ 142. 7. 6, or an average of 10/6 %. I notice that policy No. 7975269 expires on July

5.

Next next. I think this might be slightly altered as regards Coal, and saying that the premium is 15/- 6, whether stored afloat or in sheds, it might read "on coals (steam, house and "smithy") stored afloat and in sheds" £1200. We store a fair quantity of goods in the Charles Cooper, such as wood and rough stores. These are insured under Policy 7975262 under the head of "Goods in bulks afloat or aground". I have sent you a plan of the building comprising the Engineer's shop and Over-see's office - the building is insured for £250 in our own account. The oil engine and lathe have cost us £150 without adding the cost of fitting up, the tools and spare gear of the Station, and Engineer's stores in the building are worth another £150, and we have in the Overseer's office sundry compasses and other gear pertaining to ships generally, worth a further £50. I enclose a plan of the West Store premises: I have got Biggs in making this out to enlarge the scope so as to include the Stanley Arms, Assistant Storekeeper's House, Boat Shed, Coal Shed and Vega Cottage. If you will allow me the time, I will go very fully into the question of all the property, stores, buildings and machinery, and make one comprehensive report after having been to Darwin. This will enable me to discuss with you all your notes of March 9th and answer them at the same time.

12. Mar. 20. I have been compelled to leave in abeyance the question of the Admiralty Coal until I have heard further from the Commodore. Owing to re-organisation of the station, the distances to be covered by the ships are enormous, and communication is most difficult. I am glad to say, however, that I received letters by last mail from St. Vincent - an official letter stating that the Admiralty agreed to pay 10/- per ton for coal in the bulks, and a private letter giving me some idea of the future movements of the ships. In this latter, an extract of which is enclosed, he writes that H.M. Ship

6.

will clear out all the coal between October and February, as the whole squadron of five vessels will come down one at a time for the winter range. This is very good news as they certainly circulate money in the place. We landed in the Naval Sheds about 1000 tons of coal, have up to the present delivered 340 tons (about) to N.M. Ships from the hulks, and have the balance of some 660 tons in the Garland and Praecis. I have been waiting to hear from the Commodore as to the probable movements next season before deciding to land any more coal, it seemed far better for various reasons to wait; until the causer is properly dredged out, lighters could not get in and out except at high tide, the current work during the Summer months is greater, and it was quite on the cards that the Cambridge might have been down and taken a fair quantity of coal. If there is any chance of the Ships taking next season all that we had left afloat, it was certainly better to keep these in the hulks and earn 10/- a ton clear instead of going to heavy expense in labour landing and re-delivering and getting 10/6 only. Therefore, the reason for keeping the coal afloat was not in order that it might be handy for the ships, but because it would pay us better. Until all the coal has been taken it is difficult to judge whether the rates quoted will be considered as having paid us sufficiently, and as we shall know this for certain next February, I would ask that the answer to your question might be deferred till then. You will see from the contract that we deliver the coal from sheds to alongside @ 8/- per ton. Commodore Finnis realises perfectly and has said openly that it would be far better to keep the coal afloat in hulks, but the Admiralty having spent over £50,000 on the Sheds etc, would probably feel that they must make use of the place. I doubt much if they will revert to purchasing from us, more especially as they have appointed Herring to be Naval Storekeeper. This appointment is evidently expected to continue for some time, as they have been furnishing

7.

the house for him. I will certainly do my best to induce the Commodore to recommend the Admiralty to revert to purchasing from us, but do not think they are likely to agree, irrespective of the fact that they will have to use their sheds etc they can buy more cheaply than ourselves and can freight out by steam collier at 12/- per ton.

13. The run in the Samson to Lively Island was useful in demonstrating the advisability of having the boat in perfect readiness to go on a journey if suddenly called upon. I do not mean to say that we were not aware of this before or that such a trip was necessary to convince us of the necessity, but one is able to judge much better under such conditions what is required. We have had to spend so much on the boiler and machinery that I confess I hesitated to do much else, but since this trip have had the fore-castle, hold and cabin overhauled generally. We have also placed on board all necessary cooking utensils and crockery which are now kept under lock in the pantry, so as to be in readiness. Formerly, everything was removed as there is so much pilfering in Stanley during the last four or five years, that it is not safe to leave the smallest removable article about. The fore-castle is now in thorough repair, stove ready, and straw beds kept ready for the bunks; the tanks have been removed from the hold, and these and the hold itself chipped and painted throughout. Atherton has been repairing the condensing gear. The connections from the condenser to the hot well were in a bad state - these were all taken adrift, 17 new flange joints made and 73 new bolts put in. The condenser itself is leaking a little and will have to be put in order. The next work will be to take down the intermediate engine. We had all cylinder covers off about a year ago, and the high and low pressure engines were taken adrift - the intermediate, however, will give a lot of trouble, but it must be done as the springs are worn and will have to be ~~repaired~~ renewed. I have already reported that the cylinders of the salvage pumps really require re-boring, but

8.

Fear this cannot be thought of at present. I may be excused for mentioning that all this and a lot of other work done during the last three years has been paid for from her working account, which even so has shown a nett profit of \$400 during the period. The boat herself and machinery (not the boiler) is unquestionably in far better condition than when she arrived. I have said in a previous paragraph that during the next summer she must go to the West where the tides have a greater rise and fall to have the tail shaft drawn and possibly the new bush fitted. The uncertain part of the vessel, which is also her vital part, is her boiler unquestionably. I have reported at various times on the work done to it and its general state - my latest being by the last mail to the effect that with the exception of the vertical stays it was in a fair condition. This of course is as far as we are able to judge, not knowing whether it will break out in some unexpected direction. I have said this much to prepare the Directors for a request which will have to come in time for a new boiler for her. Her present boiler was 12 years old when she was purchased, is now 16 years old, and cannot of course last very much longer. I can confidently say that it has been carefully taken care of during the last three years, and it is quite probable that it would do good work for a year or two longer, but it is such a vital part of the ship that we ought not to run it too fine, and it is better to sacrifice two years of its life than have any accident. Without being unduly nervous, one cannot help feeling, when out at sea in the strong winds and bad weather here, that if the boiler should break down - especially if to the Eastward of Stanley - the consequences might be calamitous. The boat would be absolutely helpless, as there are no means of putting any canvas on her and she might drift for days before any vessel could be got away in search of her. I do not wish by any means to be considered an alarmist, but think that such an eventuality should be

9.

taken into consideration. Atherton does not consider it safe, and in fact would not on any account value the stean to more than 125 at the very outside, and of course an extra 25 would make all the difference in her efficiency. The replacing of the boiler here would run into a good deal, in addition to the main cost and freight, but it could, of course, be done. We should have to remove the iron house, bridge and boat skids, but I am glad to say that there are no deck beams in the way at all. The iron house is very substantial, and the plates of which it is built help to strengthen the vessel. I fear it is almost impossible to say what this would run to here, for when one commences to pull down one never knows how far it is necessary to go, and this has always been our unfortunate experience with the *Samson* especially, which had evidently run for years for Harle's without any repair whatever. The necessary work here would be very much minimised if the boiler were sent out absolutely ready to be placed in position, - in the case of the Great Britain boiler, in which you have drawn attention to the heavy local charges, all cocks, valves, etc. had to be fitted here. I pointed out at the time the labour involved, and this cannot be measured by the number of holes to be cut. Drilling holes and fitting connections is a simple matter where you have facilities and appliances, - out here the boiler had to be placed in a lighter, and for every hole that had to be drilled we had to place in position a 3 x 9 deal for the hand ratchet drill to work against. If you decide, at any time, to send a new boiler for the *Samson* I entreat you to have all this work done at home, where with every facility and hydraulic drills it can be accomplished with one tenth of the labour and time. If therefore a boiler were sent in absolute readiness, and we did not find too much new work necessary when the house were removed, the bill for local labour would not be large.

14. The question of insurance, coupled with the loss of

10.

Goods in the Fair Rosamond has suggested the desirability of circularising clients on the subject, in order that there may be no misapprehension as to our relative positions and duties. I enclose a draft of what I proposed to write, and before sending it would ask you to be good enough to make any necessary corrections or additions. You will see that I have touched on the question of fire insurance on goods stored on clients' account whilst awaiting transshipment by schooner. If we charge 1/- per ton per week for storing I think that might cover this, provided that the goods are not specially valuable. I have said in the circular up to £10 per ton; if the value exceeds this an extra charge should be made. Can you give me some idea as to what this should be? As regards live stock, I assume that if we continue the coasting insurance on our own account the Directors would not wish to take this risk, - if however they are willing to do so would you let me know at what rate? For specie I think we should charge more than 15/ %. When completed and put into shape, - provided you approve the idea - would you have 50 or 100 copies printed and sent out?

15. One of Mr Pitaluga's bales of wool was lost off the Jetty at Rincon Grande last March, was recovered and is being re-dried. I enclose the usual extract from the schooner's log, and claim for 17/-, the cost of re-drying etc. which I assume can be recovered in the usual way.

16. We are endeavouring to dry the skins from the two bales dropped overboard when loading the ORISSA last December, - one of Mrs Bonner's and one of our own, J.B. No. 5 (90 skins) and J No. 80 (70 skins). Owing to the soaking they received a large number have quite rotted and are useless, and if the Underwriters would agree, I should think the easiest way of settling would be to say 50% of the value. We would then credit Mrs Bonner with the value of her bale and take over the recovered skins, and send them home ultimately with our own. I enclose Captain Cooper's certificate

11.

as to the accident.

17. Mr Allan and I have been in correspondence as to purchasing some sheep from Mr Bonner. The latter did not like paying the price asked for boiling down at Goose Green, and while at Lively Mr Allan and I discussed as to whether we might make an offer for some with the idea of keeping the best and boiling down others with our own. The result is that Mr Allan has purchased 1330 ewes @ 2/3, 1320 @ 2/9, and 403 wethers @ 4/- Out of the latter 300 have been sent in for the Butchery here. Mr Allan wrote that he had pulled out 470 useless rams at North Arm for Goose Green, and intended sending most of these purchased ewes there, so that he calculated starting the winter at North Arm with quite 700 more than last year. I mention this to explain the Journal entry debiting the Farm Account and crediting Mrs Bonner - £364. 4. 6. No doubt Mr Allan will allude to it in his report by this mail.

18. Par.10 (Above) BUILDINGS. The "Cookhouse" at Goose Green, against which the sum of £231.11. 8 is charged, is the old Cookhouse, turned into a dwelling house, now occupied by Goss and Wilson and valued in the return at £250. As a matter of fact I made an error in charging as much as £231 against this building - Carpenters were sent from Stanley last year to work on the Farm buildings, and about £40 of the wages paid to them were debited to this building in error. The present Goose Green cookhouse, valued at £150, is built of stone. The "Coalshed" valued at £30 is the temporary coal store at Darwin at the house formerly occupied by Smith. The "coalshed", against which £101.19. 4 is charged, is the new shed erected at the head of Darwin Jetty for housing coal principally, but other stores as well for which they have not sufficient room in the Darwin store. The above figure represents mainly the cost of the material sent out. When the buildings were valued in February this shed was only in course of erection and was not therefore included in the list.

19. Par.11. Insurances. I am able to give you complete

12.

data as to the West Store Buildings and Stores. I have numbered all buildings on the plan sent, and send you a return showing the actual value of goods stored on May 20th, the highest and lowest average values, and the insurances at present effected on the buildings and stores. I think this together with the notes on the return comprises all information with regard to that block.

20. Up to the moment of writing (May 23) there is no sign of the Antisana, which was supposed to be due on the 20th. We have over 2,000 bales for her.

21. I regret to say that the good fortune we have hitherto had, especially in 1903, with regard to schooners seems to have quite deserted us. The Fortuna started for Spring Point and Burness Head on the 20th, and on the following morning when well out to sea laying up for Port Egmont, the fore-stay drew out from the shoosing, and she had to run back. Rowlands assures me that it was tough and go with the fore-mast, but luckily he was enabled to secure the stay to enable him to run back. We could never replace either of her sticks here. I had reckoned on his doing this trip and being back in time to take out the next West Falkland mail, but really do not see now how it is to be done. The Hornet on her way to the Chantres dropped the last W.F. mail at Fox Bay, and was to run the return mail across to Findlay Harbour to come in over-land. It has not turned up in Stanley yet, but we have 24 hours left. Several farms are crying out for provisions - possibly the loss of one schooner will teach them not to run their stocks so low again. Really, it is very hard work just now to keep my end up, and I am anxiously ~~expecting~~ awaiting news as to whether the coasting steamer is to be expected or not.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

ORIGINALS.

ORIGINALS. (Originals per GRAVIA, April 27th. 1904.)

Despatch No 244.

Copy of Stanley Cash Book for February & March.

Copy of Stanley Journal for February & March.

Stanley Ledger Balances, March 31st.

Store Indents, No 432.

Remarks on Stores & Replies to Remarks.

Receipt of Exchange Rs 2333 on W. Macle, £257:11:10

Coasting Insurance for March.

Insurance on Produce, Return No 45.

Stanley Paper Returns for quarter ended March 31st.

Mr. Allen's Report of April 22nd.

List of Insurances on Fair Rosamund cargo.

Remarks on Accounts & Replies to Remarks.

Statement on Accounts.

Specification of Shipment per GRAVIA.

ORIGINALS.

Copy of Stanley Cash Book for April.

Copy of Stanley Journal for April.

Cash Vouchers for East & West Stores.

Store Indents No 433.

William's Indent for Darwin Store.

Doctor Johnson's supplementary Indent.

Receipt of Exchange Rs 2335 on W. Macfarlane. £115: 5:9

do. 2335 on C.M. Lamson & Co. £196:11:3

Mr. Dean's cheque on London Joint Stock Bank Ltd. £200.

Coasting Insurance for April.

Insurance on Produce, Return No 47.

Draft of proposed circular to Clients re Insurance.

Claim by Insurers re damage to 1 Bale of Wool.

Letter from Captain Cooper re 2 Bales sheepskins dropped overboard

List of Fire Insurances on Stores.

List of Buildings at West Store end.

Extract from letter from Commodore Finnie.

Stanley Paper Returns from Mr. Allen.

Shipping Report.

Remarks on Accounts.

Statement on Accounts.

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LIMITED.

ARTISANA,

May 27th.

04.

Sir,

The ARTISANA arrived here at dusk on the 25th inst, and leaves this afternoon, if possible, with all the produce we had for shipment.

3. Whilst loading Messrs Bertrand & Nelson's wool, bale No. 128 slipped out of the sling, went overboard and sank. I enclose the Certificate of the Captain, signed also by Lloyd's agent, which will, I hope, enable you to recover the value.

4. I received a letter by the VICTORIA from the West Coast Manager offering to send a cargo boat for tallow about the beginning or end of July, and have replied asking for the amount to be sent at the latter date, by which time I hope to have 800 - 900 bales of wool and 500 casks of tallow. (250 from Durban and 250 from Port Howard). There will be quite 300 casks more from Hill Cove, Roy Cove and San Carlos, but it is quite impossible for me to forecast when this is likely to be in. I am in some doubt as to whether I should suggest sending the wool home by the mail steamers and deferring the shipment of the tallow until I had more. I think, however, you will wish to have ours home without delay, and I enclose a return of weights.

5. The loading of this steamer has proceeded much more rapidly than usual. I have cabled to you ARTISANA STALENTATOP RIFIABANOS.

I am,

Sir,

Your obedient servant,

J. Cobb Esq.

Managing Director.

Ld:243.

P&O.

LIMITED.

CHINA.

June 21st.

04.

Sir,

I wrote you last per Antares on May 27th, and have received per Oruba on the 21st instant your despatch No. 979.

N. Par. 4. I regret that I omitted to mention that the terms of Captain Thomas's appointment were fixed at \$200 per annum, with bonus, no extra pay for overtime or Sunday labour, three months' notice of termination to be given by either side.

3. Par. 5. I had better take the different hulks serially: GREAT BRITAIN and BABINO, moored with swivel each.

VICTOR DE GRAY and GAPHICORN, during my time in the Colony have been lying to a single anchor usually, although I do not speak with absolute certainty on this point, as they may have had a second down at times.

BARBARA, was moored without a swivel - some months back you will recollect that I reported she parted one cable, dragged the other, but eventually fetched up. I ought to mention that Commodore had condemned two swivels as doubtful and had stowed them away - Captain Thomas selected the better one of the two, had it strengthened, and moored the Garland with it.

PARCELS was made fast to a fixed mooring, which I understand was a cable passed round some iron beams supposed to be the frame of a ship or a lighter. In August last, she broke this cable one night and fetched up on the North shore to the Eastward of the Harbours. The mail was due the next morning, but before 10 o'clock Captain Thomas had her back and anchored her. I do not find that I reported this; the mail came in almost immediately after, and no damage was done. The mooring could not be used again, and she is at present lying to single anchor.

Yours faithfully,

Managing Director.
London.

2.

but we have one that will be suitable for a second.

GLENGOWAN, slipped one anchor in Port Willison before coming into Stanley Harbour, as she was badly on fire and there was no time to be lost. She is at present lying to single anchor, but has a second bent on to her cable ready to drop when she takes up her new position. The Harbour Master has instructed us to move her further to the Eastward as she obscures the leading marks. When moved she will be moored, and we should be glad if you will send out a 2½" swivel for her.

J.P. SMITH. I reported in 1898 in 24-18 and 25-11 the loss of her anchor explaining that the cable had parted close to it. I believe at that time that she was lying to a single anchor with a long scope of chain. With constant swinging, the last link chafed and eventually parted. She is now moored with a swivel (not a very good one). We want, however, a spare anchor on board; if she is moved to alongside a ship as in the case of the Willacott, she is slipped from the moorings, but must have her own anchor and chain for use in case she had to be dropped off hurriedly.

Captain Thomas has overhauled most of the cables, and has replaced as far as possible any that are defective. For all the mills which are moored with swivels we want a spare anchor and chain in case of accident, and it was on this account that I got those from the Government. He has also put fresh working cables on the lighters - the old ones had been in use for years and were undoubtedly shaky, and he has now 30 fathoms of good heavy chain on each for working purposes. It would be well to have 1 Swivel 2½" for the Glengowan, 1 2" for the Capricorn, and 2 1½" for the Vicar of Bray and Francis. Captain Thomas asked if two could be made here for the Glengowan and Capricorn (which is always high out of the water) but the cost will be much less if sent from home. Anchors have become scarce, one heavy anchor and chain were used for the Salmon's moorings, a swivel being made here. We are first

3.

the windlass on the Great Britain as Captain Thomas thinks it as well to try and raise her anchors, he would then change the ^{cables} anchors round by heading the anchors on to the opposite ends, so that the parts that have been in the water for so many years would be in the chain locker and vice versa.

4. Par. 6. I found that the chronometer question was dealt with in four despatches 831-20 and 839-13, from which it appears that the Great Britain's chronometer was handed over to the Thetis in Captain Fawcett's time - the Birch is now here. I have been in correspondence with Dr Horderfeld, who has agreed to pay £20 for the Frodsham (purchased from Rowlands for £10) We have succeeded in disposing of some sheeps left here by the Antarctic, the proceeds being over £28, so that the £20 for the chronometer is perfectly safe.

5. Par. 8. The ways of the P.S.B. Office at Valparaiso are rather wonderful - almost every P.S.B. Captain has told me that he allows a ton space for every bale. They say they are in a hurry and cannot afford to stop carefully and therefore re-serve all room for coal in the mail steamers.

6. Par. 9. The difficulty with the N. Wales coal for the Birch is the want of draught. The schooner stoves last many years - they are overhauled periodically and fire bricks put in as this saves coal and prevents the stoves being burnt out.

7. Par. 12. After June 30th, the Port Stephens account will be made out on the same lines as Port Howard. Mr Mathews thinks I ought to have made a reduction in the schooner freight on account of the large quantity of stuff - I have told him that owing to this I have charged him only the same rate as ordinary clients, which was a concession. I went fully into the question of coasting and fire insurances in paragraph 14 of my last despatch. I thought that we might well cover clients' goods stored in our bulks under our Policy No. 7975269 with the Royal - £5000 on merchandise "belonging to the insured or held by them in trust or on commission for which they are responsible," in bulks afloat or aground not contain-
ing

coal. This, therefore, covers goods in the Charles Cooper and Esperia, and when reviewing the Policies I purposely left the amount at £3500, as that would rather more than cover our own goods, and leave a margin for clients. The premium for this works out at 11/2 %, and as the value of our own goods averages about £2500 to £3000 at the outside there is a margin on which we could recover a part of the premiums from clients who would wish to be covered. A charge of 5d % per week, or part of a week, would yield a small profit.

8. Par. 13. I will endeavour to find out from someone returning to the Islands what commission is charged by Jackson and sons for cashing our cheques. I had nothing further to report as to the cashing of cheques by the London City and Western Bank or the Pacific S.B.Co., - as stated in my 285-8 we tell holders of cheques this, in case they wish to cash them at once on arrival at Liverpool, but I fancy that most of them draw sufficient in cash to carry them to their destination by rail, and then apply to you direct; at any rate we usually advise them to adopt this course. I recollect that the steerage passengers that went in the PANAMA were rather noisy, and the probability is that they spent all their loose cash on board, and had to cash their cheques as soon as they landed.

9. Par. 20. The specifications of wool and sheepskins will be re-copied on separate forms when necessary, - I regret very much, and offer our apologies for omitting certain specifications from the despatch per ANTISANA, which will now arrive too late. They were put out in order that they might not be forgotten, but unfortunately were slipped.

10. Par. 21. Our own people are generally content to have their money advised to be paid to them on application, but some feel safer in having a cheque. When the amount is large we will tell them that if they do not want to draw the full amount at once they must take separate cheques.

11. Par. 22. When Mr Felton spoke of returning the machine sent out by the Fairbanks Company he did not impute any lia-

likely to be for the winter, and will expect to be at some time. I am, however, obliged to keep it. I am always begging people to send to my office well before the summer mail so that we have an opportunity of forwarding, - if, as in this case, it is only the day before the mail is expected, we really have no time to spare.

Mr. Parker. Well, little wreckage has come ashore from the wreck. The boat's box of whiskey was washed ashore and one of the boxes containing a few unbroken bottles of rum. Mr. Parker had these latter sent into Stanley, but so far they had not yet been sent to the island. The rum was sent to him in about as good a spot as possible, and that was the only rum within thirty miles, as the ground is all low and wet and full of rocks on the beach.

I am sorry that the correspondence you have had with the P.S.N.C. has not been more successful, - the opinions of the local people for the last three months have been that the project was not feasible. I am glad that under these circumstances I did not communicate to the Governor, in writing, their letter of October 1st last, a copy of which I now send you. I have no opportunity of telling him the gist of the contents until he is allowed to come into the office here.

By the way there will be a little delay as possible in forwarding the "Fair Exchange", unless the scheme for halving the number of calls of the mail steamer is adopted, and a small steamer to run to Sandy Point is put on. I mentioned to you some of the work that the engineers have before them, and I am sure that they will be well paid. The Victoria will not bring the cargo's value in the least, - the "Hermes" did not take any cargo from Port Howard, and we must collect it, - we have no chance to collect from Fitzroy and Port Lyttelton, and I am told that the Hermes will have to make five trips to the Harbours. At the moment of writing this the Hermes has been away just a month, and the Victoria nearly three weeks on her Whangarei Head and Spring Point trip. She brought in her last load on the 15th. I have not been able to send

3.

out and bring back the West Falkland mail at all.

14. Atkinson has overhauled the SAMSON'S condenser, and has had to plug up about 12 tubes. Later he will, no doubt, have to take out the plates, and when this is done and the tubes cleaned all that are defective will be renewed. We have now only 11 new tubes, and think it as well to have 24 more on hand. In order that there may be no mistake I have sent a small piece as a sample.

15. The GRABOE was got off without any serious damage. About twenty tons of pig iron ballast was lost, and she had to take in that weight of stone ballast.

16. I have been informed that the Governor has imposed a tax on sealskins brought for exportation, in accordance with the recent Ordinance. The amount is to be 1/- per skin, if taken during the open season, and 10/- if in the close season. It appears that no answer has been received from home, and the Governor has interpreted this silence as giving consent to the tax, but it is to be hoped that the Canadians will not allow their protest to be dropped. This will of course drive the sealers away, and will be a great loss to the trade of Stanley.

17. I am sorry to say that I could not get out to Darwin after the last homeward mail, as I had intended. I could not get a horse in to Stanley as we had no messengers passing. I hope to be able to go out after this mail if weather permits, - at present it is almost impossible as there is over a foot of snow on the ground, and the Hillside shepherd reports that there is much more out there, and he had great difficulty in getting in.

18. STS-3. I explained to Mr Packe the Board's views on the subject of his having given a mortgage to Mrs E. Packe on his property. I enclose a copy of my letter to him and of his reply, which latter will explain itself. There is no doubt whatever that he has acted in perfect good faith, and had he anticipated that his action would have given any umbrage he would not have executed the mortgage. You will see that he has asked his solicitor, Mr T.A.H. Hamond, to deal with the matter,

and you will doubtless be in communication with him.

19. I have had a plan made of the block of buildings at the East end similar to that sent you by last mail of the West. The East plan I have marked "A", and would suggest your marking the West Store one "B". I send also a statement showing the value of the goods stored in the various buildings with explanatory notes. The value of goods in the Main Store on June 16th was ascertained by taking stock - this value, £5857, is considerably below the average, as at this time of the year we have generally executed the larger station orders. About September to December the value is usually higher and I have stated on the return that this fluctuates from £6,000 to £8,000. Since writing paragraph 7, I have gone more carefully into the value of goods stored in hulks, and find I must qualify the statement made in that paragraph to the effect that our goods stored in hulks average from £2500 to £3000. We have a larger quantity of Beer stored in the Esperia at present and after an outward mail it is not unusual for £1000 to £1500 worth to be left for a few days previous to being sent up to the Store; during such a period as this the risk of fire is greater. I think therefore that if we are asked by clients to insure their goods against fire, we ought to have a further £1000 with the Royal Insurance Company, who I assume would quote the same premium as their Policy No. 7975269. By next mail, I hope to send you a ground plan of the Darwin Buildings, estimated of the value of machinery at Goose Green and Stanley, and any further details as to buildings in Stanley..

20. Mr Allan in his report this mail has alluded to a scheme which is being run by Mr George Bonner for shipping live sheep to South Africa. A representative of Messrs Houlder Bros, Mr Rose, passed through here by last steamer, and Mr Bonner came to Stanley to meet him. Since then the latter has circularised the East Falkland farmers with a view to ascertaining what support he can look for. I enclose a copy of his letter to Mr Felton, which is similar I think to that

8.

sent to others.

21. The West Falkland mail arrived yesterday by the Chance, which rather fortunately put into Fox Bay where there were quite 12 people waiting to come in, some of whom are leaving by this mail. She brought word about both our schooners, - the Hornet with 90 bales of wool left the Chartres 10 days ago; as there are 420 bales there she will have to do four more trips, which may be expected to take as many months. I cannot send her direct back as she must collect some of the produce nearer Stanley, and take stores to North Arm, where there are still 12⁷ bales of Wool. I received a letter from Rowlands from Spring Point, saying that he had not been well, and do not therefore expect him back for some days. Under these circumstances, it is necessary to let Mr Sharpe know that we cannot get in by the end of July as much tallow as we expected. I send you herewith copy of my letter to Messrs Wilson Sons & Co., Ltd., Monte Video, asking them to cable to Valparaiso. So far as my information goes, there are about 370 casks of Tallow to be collected from various ports round the Islands.

22. The "Terra Nova", which is I believe an Antarctic relieving ship, arrived here last evening for 200 tons of coal. I have not yet seen the Commander and must close this despatch in case the Orissa should arrive this afternoon. Should there be anything to add, I will report as usual in a supplementary letter.

23. Governor Gray-Wilson leaves by this steamer. I am glad to say that we have parted on excellent terms, and we hope that Mr. Allardyce will be both officially and socially as pleasant as Mr. Gray-Wilson. I feel sure that if they meet at home before Mr. Allardyce sails, the latter will not receive a bad account of the Company.

I am,

Sir,

Your obedient servant,

250

CROFESA.

1941 July

04.

Sir,

I wrote you last per Grissa which left on June 21st and received per Gravia on the 8th instant your despatches Nos 980 and 981.

2. 980-2. In writing as I did on the subject of the proposed ship, I had no intention of saying anything that would convey an opinion that it would not answer, but wrote that I feared we should not recoup our outlay. I cannot understand why there should be such a misapprehension about the Hornet. During my time here she has been down twice, and the Fair Richmond twice, if not thrice. The Hornet was hove down to the East Jetty first by Johnson, and shortly after we had had the Ellen Oxenider hove down there. W. Biggs, not to be outdone, set to work to devise some means by which we could heave down at the East End, - a hole was cut in the after part of the Egeria under the level of the main deck, through which we passed the end of a pitch pine log, the other end being secured in the inner bulk "snowquill", and to this log we hove down the Hornet after the collision with the Albatross in Port William and the Fair Richmond twice after her stranding when in charge of Captain Willis (despatch No. 208-8). The heaving down is thus the simplest operation possible. Ballast is removed, the masts stayed by poles on the deck, a force pump kept ready at the hatch in case of leaking, and with ordinary heaving down blocks the schooner comes over without the slightest trouble, the keel being fully a foot out of water. I regarded a slipway, therefore, as being only of use for the Fortuna, and it seemed to me in these circumstances we should hardly be

F. E. Cobb Esq.,

Managing Director,
London.

2.

Justified in going to a large expense for her alone, more especially as the people in Monte Video seemed afraid of it. We could always for \$10 get a diver from H.M. Ships to clean the worst of the dirt on her hull, or beach her on the West Falkland. I had even thought that she might run across to Fata-Buna to be beached and cleaned, returning with a load of wood from Sandy Point. Circumstances are now somewhat different - we may have a schooner, which like the schooner Fortuna cannot be hove down. The Fortuna's draft without ballast would be just under 13 feet aft and 8 feet forward. Captain Thomas tells me that the slipway people in Monte Video did not like to undertake hauling her up on account of her build. The cradle they have is designed for broad vessels, and if used for a vessel as narrow like the Fortuna, an unusual amount of labour and materials would be required for fitting and "stoning". Captain Thomas has taken soundings just to the Eastward of the Territory, where as you will see from the Chart the Harbour deepens most rapidly on this side, and I append a sheet showing the depths.

3. Par.3. A note has been made of the Code words selected to indicate the late sailing of the mail steamer from Lisbon.

4. Par.5. We do not sell coal in bags in Stanley - the price charged to clients is 75/- per ton delivered in bags, or 72/6 for quantities of not less than 5 tons. We have always had to send it out by schooner bagged, and have difficulty in getting sufficient bags.

5. Par.6. I fear the farmers here are getting more or less tired of schemes for freezing, canning, or shipping live sheep. I have referred to Mr Allan as to the weight of the sheep dressed, and will add a paragraph on receipt of his reply. As previously reported, Mr Bonner has a scheme for shipping live sheep by Houlder Bros' steamers, and some of the farmers on the East Falkland are pledged to support him. Until the winter is over, and the farmers know something as to the

3.

numbers of their stock they cannot commit themselves to supply any particular number.

6. Par. 7. Osborne and the crew of the Fair Rosamond reached the settlement at Lively Island on the afternoon of the 15th, next day Osborne went across to the wreck, over which the sea was washing with the Easterly wind and swell. On the 17th, the wind was still light from the East, and the crew went across again, but nothing could be done. On the 18th, there was still an Easterly swell, but was knocked down during the night by wind from the Westward, so that when I and Captain Thomas saw the wreck there was that interval of calm that occurs between the changes of wind. The day afterwards, as I reported, the vessel broke in halves - I am sure that Osborne would have done anything possible. I am glad that you have taken out a coasting policy for \$2000 for stores, - your remark as to insuring live sheep answers the question I put in 247-14. Mr Felton's sheep on the Fair Rosamond were in the hold. Par. 10. I am glad to say that the Government did not make us pay for the Court of Enquiry.

7. Par. 8. I quite agree that the new schooner should be larger than the Fair Rosamond, and should much like to see a vessel not drawing more than 12 feet here that will carry 160-200 bales. I had an idea that soft wood vessels would not stand for long the knocking about that schooners get round this coast - judging from the Nova Scotia vessels now here, I should say that 6 years would be the limit unless we went to a lot of expense in repairing. Another point against them seemed to me to be that they are not good at beating. With a free wind there is nothing to touch them, but the beat to the westward light would be the trouble. The Tritonia would suit excellently as regards dimensions and age, but the price is very high indeed. The Aurora would seem to be very suitable and ought to carry about 140 bales and is only one year older than the Fortuna. I fear the life of a schooner here must be

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regarded as limited; but even so, if she is built of hard wood, ^{wood} I think we are quite as likely to get 10 or 15 years work out of a thirty year old well built yacht as out of a new soft wood American schooner. I enclose a copy of a letter from Brown & Blanchard offering the "Rapid", late "U.S. Frigate". I fear that she would be too small, but have written for further particulars which should arrive by the Croesus in time to enclose with this.

8. Same par. A good quantity of the Tallow at Port Howard belongs to clients. I enclose a list of produce to be collected round the Islands- later on there will be some 400 bales of skins, I expect; you will see, therefore, that we shall be glad to see the new schooner as soon as possible.

9. Par. 8. I enclose a copy of the letter I have sent to the Government on the subject of the Full Point reserves. To have stated that Reserve in the Land Ordinance as 1880 acres is somewhat disingenuous, I think.

10. Par. 12. I am glad to say that Dickson's luggage arrived by the Crovia, which steamer picked it up at Rio!

11. Gal-2. The news about a repudiation on account of the "India 2." is indeed an agreeable surprise, and I hope to hear that you have succeeded in getting the lawyer's bill reduced. The U.S. Consul informs me that the Court never awards lawyer's costs in Court cases, each side having to pay its own. We shall be glad when the name has disappeared from the list of balances.

12. Par. 2. £75 per annum seems a lot to pay for the insurance of the "Flyer". Am I at liberty to allow her, should very special circumstances demand it, to go outside Port William, reporting the same for extra premium? I rather not, but should like to know for certain.

13. I received a letter from Messrs Wilson Sons & Co. Monte Video, to the effect that the Sarmiento would call here for whatever produce we might have on hand. She was supposed to

8.

have left Valparaiso on June 30th, and we have therefore expected her daily - as she has not called I assume they were able to find cargo for her elsewhere, and that the Oropesa will take what produce we have.

14. Since last mail, I have been to Darwin and gone thoroughly into the question of buildings with Mr Allan. I have had rough plans made of the settlements at Darwin, Scotch Green and North Bay, which Higgs will draw out. There has been some delay in getting them done properly and send by this mail, but they will be sent without fail by the next. It is not necessary to send a plan of Walker Creek, as the buildings there are more scattered.

15. The Antarctic Exploring ships are taking a good deal of Admiralty Coal. The Terra Nova arrived here on June 20th, took in about 100 tons, and left on June 25th. I enclose draft on Mr Aldridge for £27. 5. 3 for fresh provisions, which have been supplied under the contract. The Discovery arrived here on July 12th, took about 100 tons of coal and will sail about the 20th. I hope to be able to send you their draft also. Captain Scott says that the Merring will probably call for coal also.

16. The store sales for the first six months of the year show a great decrease, namely, £12600, as compared with 1903. We have not had any sale of coal or ships for repair, and there is but little money in the place. The Admiralty works have practically ceased and it is to be hoped that some of the working classes will emigrate. I am keeping the wages down as much as possible. I have had to give G. Aldridge notice to leave, for he is absolutely inefficient and useless to us. As Percy received three months' notice, I thought it fair to Aldridge to treat him similarly, especially as he has had 22 years' service.

17. Miss Brandon wrote to Mr Elount, the Assistant Chaplain, asking him to sign the draft on the S.A.M. Society - We

therefore send you the usual quarterly account and draft, signed by him.

18. The F.M.N.Co. are freighting out by each mail steamer for the Government 15 tons of house coal in bags @ 25/- in full per ton. I do think it invidious to bring out their hay @ 40/- per ton weight against our 80/-, under which condition we cannot attempt to undersell the Government.

19. Referring again to Par. 3, I think Captain Thomas had better take fresh soundings at dead low water spring tides, and ascertain at what distance from low water mark a depth of 10 feet is obtainable. We shall be able to do this only a day or so after the steamer has left, and I anticipate that 10 feet at high water spring tides would be about 165 feet out from high water mark just about opposite the Cemetery.

20. We have made out an indent of stores that might usefully be sent in the new schooner, and I have included danger signals (or distress signals) for use on all three schooners. There is also an excellent chance of getting our supply of gunpowder renewed, and of sending other goods on which freight by steamer is high. Amongst other things we have asked for two barrel built boats, to be utilised for rafting off wool. As these boats have very heavy work it is essential that they should be as strong as possible. I have asked, in Remarks on stores, whether you would be disposed to send out a levelling table for use in the Smiddy, - the cost would be about \$5, at home, and I feel sure it would save a lot of hammering and forging. The double and single purchase winch on the Fortuna is most useful, and I trust that the new schooner will, if possible, be similarly fitted.

21. I enclose a copy of a letter from Mr Allan on the subject of Messrs Bracht's orders for shipping live sheep.

22. Owing to the almost entire absence of wind during the last three weeks the Fortuna is not back from the West with cargo and mails. We have only 550 bales for the Oropesa, instead of 800, and unfortunately this is the last chance of catching the September sales. I am, Sir,

ENCLOSURES.

~~XXXXXXXXXX~~

RECEIVED. (Original per Thos. Howell.)

Store Indent No. 328.

RECEIVED.

Copy of Stanley Cash Book for June.

Copy of Stanley Journal for June.

Wm. Venn's for Rent & Vest Stakes.

Indents No. 328.

Receipts on Stakes and Replies to Remarks.

List of above Balances, June 30th.

Receipts on ditto.

Receipts on ditto, June 30th.

Copy of Exchange Bill, 1000 on, sent, Gen. H. H. Bury, 2/10/72

Copy of Exchange Bill, 1000 on U.S. Treasury, 2/10/72

Copy of Exchange Bill, 1000 on U.S. Missionary Society, 2/10/72

Copy of Exchange Bill, 1000 on North & South Wales Bank Ltd. 2/10/72

Copy of Exchange Bill for June.

Receipts on Exchange, 2/10/72.

Receipts on ditto 2/10/72.

Copy of ditto 2/10/72.

Copy of ditto from Thos. & Blackwell to school.

do. do. Mr. Allen, re shipping line ship.

do. do. Colonial Secretary re reserves.

do. do. Family S.A. Co. Liverpool.

Plan of buildings in Harbour near Cemetery.

List of produce to be collected.

Mr. Allen's report, July 18th. and copies.

Shipping Report.

Receipts on Accounts, and Replies to Remarks.

Statement on Accounts.

Copies of accounts current:- Port Stephens, Peoble Island, Mrs S.H. Williams, and S.A. Missionary Society. (2)

Receipts on ditto:- 1000. 2/10/72. Yellow.

1000	2	90
1000	2	10
1000	2	252

EXHIBITS.

EXHIBITS - 1 original per copy. July 1904. 1

Receipt No. 210

Copy of Stanley Cash Book for June

" " Journal "

Receipt No. 211

Receipts of Station and Replies to Remarks

List of Station Balances, June 30th

Receipts of Station Balances,

Station Ledger Balances, June 30th.

Receipt of Exchange No. 2345 on Acct. Gen. U.S. Navy for \$27. 5. 2

" " " 2346 on U.S. Missionary Society - \$96. 0. 7

Receipts of Station for June

Receipts of Station Station No. 49

Station Wage Station to June 30th

Receipt of Station July 15th,

Receipt of Station.

251

LIMITED.

CROFTON.

July 27th.

04.

Sir,

The SARRIWIC arrived here late on the evening of the 21st. Having been delayed by bad weather, and brought news that for the same reason the CROFTON would be at least six days late. She took all the cargo we had, viz. 880 bales and 27 casks of tallow, and left during the night of the 23rd. I received your cable TRANSPORT MRS BENNETT RECHERAS, and added to you SARRIWIC STRAIGHTWENT RECHERAS.

I enclose copies of letters from Mr Anson, in which he gives formal notice that the firm of Dean & Anson intend to withdraw the whole of their business, financial included, from us at the end of the year, adding that they had decided to try elsewhere before the loss of the "Fair Rosamond". Mr Anson does not say to whom they have transferred their business, but I assume that it will be to some firm in Sandy Point. We shall be sorry to lose their store account, though I anticipate that as Mr Anson is leaving the Islands for good next year, this would have been considerably reduced. I have seen Mrs Dean, and told her that seeing that we have done their work for so many years I thought that Mr Anson might have given us the refusal of doing their financial work. She was under the impression that if they took away the collection and consignment of wool we should decline the other. I explained that we could not, of course, do the financial work alone, on the same terms, but would have to charge on the same scale as to Port Stephens and Port Howard. She has promised to write to Mr Anson about it, and is herself quite agreeable that we should have this part of their business. As Mr

F.E. Cobb Esq.

Managing Director.

London.

Anson is going home next year he will not be affected by having only one vessel a year at his port, - he has been in the habit of getting odds and ends of stores from home for his personal use, and has had four schooner calls a year. Now that he is leaving he does not consult the convenience of his manager.

3. I have been informed that the Government have definitely decided to build the new school on the green in front of Mrs Leane's and the Company's Manager's house. You may recollect that some years ago Governor Selisworthy proposed to build on that land, and that you appealed to the Colonial Office. Quite irrespective of the question of spoiling the view in front of the house, the site seems most unsuitable for a school, which would be very near the beach and would also be right on the front road, and moreover would spoil the only piece of pleasant road in Stanley. I shall endeavour to get the Stanley people to protest, but at present I am the most interested party. Would the Directors be disposed to part with, say, the Marmont Row paddock or the piece of land next the church?

4. I hoped that the "Hornet" would have returned before the arrival of the GROPSA, with some ediments of produce, including the last seven bales of wool from North Arm, but for the last 3 days we have had very rough weather, strong southerly winds and a heavy fall of snow.

5. I enclose a copy of a letter from the Colonial Secretary, in reply to mine on the subject of the Bull Point Reserve, stating that in 1858, prior to the issue of the Hafonia Crown Grant, the Company "offered to concede to the Government the privilege of selecting at Bull Head, whenever the formation of a settlement might be determined, an area of land amounting to two square miles". I also forward a copy of my reply, stating that this upholds our contention that rent for the so-called "reserve" was never intended to be charged, adding that when the formation of a settlement there is determined upon, the Directors will be ready to carry out the promise of their predecessors.

I am, Sir,

Your obedient servant,

RECEIVED

SEPTEMBER 1914

RECEIVED BY THE SECRETARY OF THE

NAVY DEPARTMENT WASHINGTON D.C.

RE. THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

AND THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

AND THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

AND THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

RECEIVED

AND THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

AND THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

AND THE PROPOSED SALE OF THE MIDLAND BANK LTD. \$14

CUTTA,

August 18th. 04.

Sir,

I wrote last per GROSSEA, which left on the 27th ultimo, and have received, per VICTORIA, your despatch No. 978 of July 6.

2. Par. 4. You will have learned that Governor Gray-Wilson fixed the sealskin tax at 1/- per skin, - the two sealing Captains who are wintering here told me that they had heard from Canada that the tax would most likely be withdrawn. They proceeded to Sandy Point by last mail to ascertain whether they could ship their catches from that port. At the present low prices for sealskins they certainly cannot afford to pay any tax.

3. Par. 5. I am sorry to hear that the Firm's side-lights must have included the cost and fitting of the necessary side-light lenses, - at any rate I could not get more than £5:10:0 for the pair.

4. Par. 7. I had hoped to hear from Commodore Pinnis by the last mail, but understood that all the ships have been ordered North with sealed orders. I trust they will visit Stanley this summer and have done up a little, - if they do not come the Admiralty is scarcely likely to ship more coal out for another year. It might charge 6/- per ton for receiving from the wharves into our hulks, and 6d. extra per ton per month for storing. I do not think there is the slightest probability of their purchasing the "Chengowen" for a receiving hulk, the cost of mooring would be very great, and ^{if} the Admiralty contemplated establishing a hulk I should think they would be more likely to utilize an old ship of their own for the purpose.

Yours truly,

Commanding Director,

London.

2.

1. Feb. 8. I am glad to learn that the Board recognize that the expense of putting a new boiler in the SAMSON has to be faced. By next mail I will furnish a full report, after discussing with the Engineer the work that ought to be undertaken when the boat is dismantled. The salvage pump cylinders should be restored at the water end, the feed heater should be overhauled, and most especially the tail shaft should be drawn and the stern tube bush replaced by the new one sent out with the Samson. The crank shaft has never been lifted for examination of the lower bearings, and the piston head of the intermediate engine has not been removed. It cannot have been off for years, and Marle's people have hammered it considerably, evidently trying to get it off. I should also like to discuss with Captain Thomas the method and probable cost of lifting out the old boiler, and it would then be for the Board to decide whether, on the long run, it would be preferable or not to have the work done at Montevideo, where there is a slip and appliances for lifting. Lloyd's Surveyor there would be able to survey her after repairs, and her class would be renewed.

2. Feb. 10. I note your remarks as to Floating Insurance. It seems to me that my paragraph No. 3 expresses practically what you suggest. Paragraph No. 4 was intended to refer solely to fire risks, - we have always charged rent for storing goods since the abolition of the through rate from London to the Station in the former days. Some time back I fixed the rate at 1/- per ton per week, but it appears that there are many here who think that we ought to have a fixed charge for storing, irrespective of the length of time. Their argument is that the goods have to go out in gun schooners, and the less facilities we have for forwarding them quickly, the more storage do we charge. Mr. Mathews repudiated any idea that we keep the goods on hand in order to exact more storage, but it is evident that such a charge might be pre-ferred against us, and there is something in their view. We have, however, the risk of pilfering to think of, and if schooners do not happen to be going to their stations it is not our fault. One

3.
 ready would be the universal shipping of produce by us. I should like to know what you think of the matter before sending the circular out. If the Directors are averse to our giving facilities for insurance against fire I do not understand why we have, for so many years, paid premiums to the Royal War Insurance of goods "belonging to the insured, or held by them in trust or on commission" etc. So long as we purchased goods on commission I suppose we were liable, but now we have discontinued this. It is quite certain that either we afford or withhold facilities for insurance people may continue to import goods direct, and it seems to me that we might get a little out of them, hence my suggestion in Dec-4. I will await your reply to this before writing anything on the subject to our clients.

4. Dec. 11. I have already expressed upon Captain Thomas the necessity for every care being taken in the shipment of goods, - the accident by which two bales of sheepskins were lost whilst loading the ship was entirely due to the lurching of the lighter alongside the steamer. The weather was unusually rough, and the lighter sheered off from the steamer, landed back again, and jamming the ends of the bales between the lighter and the steamer, with the result that they were dragged out of the sling. The bale lost when loading the ship was not slung as tightly as it should have been - when shipped out of the Great Britain's port the end caught, the bale was out of the sling and fell between the steamer and the bulk. I have known similar accidents with the Rosnes but they were always lashed close alongside the bulk, leaving no room for the bale to drop between, hence it could always be recovered before getting near the water. Comparisons with the Rosnes etc, however, somewhat invalid, as we have to get through the work more quickly with the P.S.N. steamers. Filadelfia's bale, I find, was rolled out of the shed down the jetty, and into the water by one of his own men, not the crew

of the prisoner, and it is some satisfaction to know that Mr. Piteluga gave the man a black eye for his carelessness; an excellent remedy, which can only safely be applied in the camp! As regards as to the per centage of loss on Mrs Bonner's skins now put forward as a suggestion only,-- when the balance is ready for shipment I will go over them, and send you a formal certificate of my opinion, as Lloyd's Agent.

8. Feb. 16. I have passed the "goose" cuttings on to Mr. Allen, and asked him if he could procure a bag of feathers as a sample for Mr. Holt.

9. Feb. 16. The S.S. "Hovart", of Hardy Point, came across here to recover sails from the wreck of the "John P. Kelly" in Port William. Owing to Howlands having been laid up with pneumonia, and the long passage made by the Hornet to the Charities it was quite impossible to collect the balance of wool and all the tallow with the two schooners. I therefore approached the Master of the "Hovart" to make a run to the Charities and bring in the balance of produce there. After a certain amount of bargaining Captain Williamson agreed to go the first, taking out three passengers, and a few stores that were of order. The return freight on 500 bales of Charities wool should amount to about £230; freight on the cargo, and the passage money will be, say, £15. She left for Charities on the 10th inst. but up to the moment of writing, 16th, has not returned, although five days was considered ample for the trip. I know that her boiler was leaky, and trust that nothing has happened. We were prepared to put Mr Anson's wool in a hulk, send it to ice alongside the GRINA, as any produce shipped this small craft to catch the September sales.

10. Same day. I am glad to learn that you have some suitable vessels in view for the third schooner. Provided that the Charities produce is brought in by the "Hovart" we shall get through this year's work without difficulty, and can carry the West Falkland mails as well, so there is not the pressing hurry for the arrival of the new schooner. As ~~xxx~~ the "Hornet" ^{to}

I quite agree that her carrying capacity is too small for us, but think that before going to heavy expense in replacing her by a larger vessel we ought to consider the situation as regards the produce to be carried. This last year Port Stephens left us, and next year Sherwood withdraws; that is to say nearly 3000 cases will probably be collected by Sandy Point ~~XXXX~~ firms. Writing to you by last mail I mentioned that I had reason to believe that the P.S.S.Co. shipped wool from Sandy Point at 17/6 per ton by cargo steamers, - if this is true, there is a difference of 10/- on which Sandy Point competitors can work. I do not state this as a fact, but think you ought find out for certain in London, and if it turns out to be correct we may have to face further withdrawals.

10. I am now able to send you plans of the establishments of several harbours, Gosport, Green and North Arm, all drawn to scale, together with extensive detailing each building, its construction, valuation and the insurance effected on the building itself, and contents, if any. I have also given, on the returns, my explanations or suggestions considered necessary, and think that the papers, with those sent previously of the Port and Port Store blocks will place you in possession of the fullest information as to all our buildings and contents. I have marked the plans A.B.C.D. and E, copies of all are on record here, and copies of the same plans are also filed at Berlin, so that if, in future, it is desired to refer to any building from London, or from here, it will be sufficient to quote the plan and number of the building. I have replied separately to your queries of March 6th, and trust that I have given all necessary information. There is no doubt that the valuations of the buildings are well within the mark, and in case of any loss I am sure that the cost of replacing would be far more than the estimated value. The Stanley buildings have been valued at a relatively higher figure, for one thing we have to fence all buildings in Stanley, adding somewhat to the cost, but of course, on the whole, the Stanley buildings are

larger than those in the Camp. The rates for insurance charged at present by the Royal Insurance Company are 25/- £ for wooden buildings with iron roof, 10/- £ for stone or brick buildings with iron roof, and 15/- £ for iron buildings. For isolated cage houses they quoted in some cases 30/- £, but for buildings at Port Stephens, including try-works, they declined to accept less than 25/- £, on the ground that in case of fire the position was so isolated, and so little assistance was available that once a fire started the buildings would most probably be totally destroyed.

In estimating the value of machinery in the Smithy and at Gosport Green I have taken into consideration the age of the different pieces, - in case of loss it would no doubt cost more than the estimated value to replace the machines, but we should gain somewhat in being able to send a more modern and probably more efficient article. I have not had much to say as in making this valuation, and trust that I have not gone very far wide of the mark.

11. As the work at the Naval Depot is now finished an auction was held to sell off certain material not required at Ascension. We made several advantageous purchases including a pile driver, which was knocked down for five shillings.

12. I have made various representations in the Legislative Council as to the Volunteer Canteen without being able to elicit any satisfactory answer, and have therefore sent a memorial to the Secretary of State, copy enclosed, in which I am glad to say Mr Felton joined. The Acting Governor thinks I have been rather "naughty", which is funny, seeing that I mentioned it for the first time in July 1903.

13. A meeting of the Legislative Council was held on the 12th to consider the Estimates for 1905. In reply to my ^{proposed} enquiry as to the new site for the ~~proposed~~ new school building the Acting Governor informed me that Mr Grey-Wilson was in favour of the open ground in front of the Manager's

ORIGINALS: (Originated per Bureau, July 28th 1904.)

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Statutory provisions.

EXT. CROOKS:

COPY of Wetland with Specs & Journal for July

Printed at the Government Printing Office, New York, N.Y., 1907. Sold by Agent, Genl. M. B. HARTY \$354. 00.

1998 = 1998, Year 1991 = 1991, 1992 = 1992, 1993 = 1993, 1994 = 1994, 1995 = 1995, 1996 = 1996, 1997 = 1997, 1998 = 1998, 1999 = 1999, 2000 = 2000, 2001 = 2001, 2002 = 2002, 2003 = 2003, 2004 = 2004, 2005 = 2005, 2006 = 2006, 2007 = 2007, 2008 = 2008, 2009 = 2009, 2010 = 2010, 2011 = 2011, 2012 = 2012, 2013 = 2013, 2014 = 2014, 2015 = 2015, 2016 = 2016, 2017 = 2017, 2018 = 2018, 2019 = 2019, 2020 = 2020, 2021 = 2021, 2022 = 2022, 2023 = 2023, 2024 = 2024, 2025 = 2025, 2026 = 2026, 2027 = 2027, 2028 = 2028, 2029 = 2029, 2030 = 2030, 2031 = 2031, 2032 = 2032, 2033 = 2033, 2034 = 2034, 2035 = 2035, 2036 = 2036, 2037 = 2037, 2038 = 2038, 2039 = 2039, 2040 = 2040, 2041 = 2041, 2042 = 2042, 2043 = 2043, 2044 = 2044, 2045 = 2045, 2046 = 2046, 2047 = 2047, 2048 = 2048, 2049 = 2049, 2050 = 2050, 2051 = 2051, 2052 = 2052, 2053 = 2053, 2054 = 2054, 2055 = 2055, 2056 = 2056, 2057 = 2057, 2058 = 2058, 2059 = 2059, 2060 = 2060, 2061 = 2061, 2062 = 2062, 2063 = 2063, 2064 = 2064, 2065 = 2065, 2066 = 2066, 2067 = 2067, 2068 = 2068, 2069 = 2069, 2070 = 2070, 2071 = 2071, 2072 = 2072, 2073 = 2073, 2074 = 2074, 2075 = 2075, 2076 = 2076, 2077 = 2077, 2078 = 2078, 2079 = 2079, 2080 = 2080, 2081 = 2081, 2082 = 2082, 2083 = 2083, 2084 = 2084, 2085 = 2085, 2086 = 2086, 2087 = 2087, 2088 = 2088, 2089 = 2089, 2090 = 2090, 2091 = 2091, 2092 = 2092, 2093 = 2093, 2094 = 2094, 2095 = 2095, 2096 = 2096, 2097 = 2097, 2098 = 2098, 2099 = 2099, 2100 = 2100, 2101 = 2101, 2102 = 2102, 2103 = 2103, 2104 = 2104, 2105 = 2105, 2106 = 2106, 2107 = 2107, 2108 = 2108, 2109 = 2109, 2110 = 2110, 2111 = 2111, 2112 = 2112, 2113 = 2113, 2114 = 2114, 2115 = 2115, 2116 = 2116, 2117 = 2117, 2118 = 2118, 2119 = 2119, 2120 = 2120, 2121 = 2121, 2122 = 2122, 2123 = 2123, 2124 = 2124, 2125 = 2125, 2126 = 2126, 2127 = 2127, 2128 = 2128, 2129 = 2129, 2130 = 2130, 2131 = 2131, 2132 = 2132, 2133 = 2133, 2134 = 2134, 2135 = 2135, 2136 = 2136, 2137 = 2137, 2138 = 2138, 2139 = 2139, 2140 = 2140, 2141 = 2141, 2142 = 2142, 2143 = 2143, 2144 = 2144, 2145 = 2145, 2146 = 2146, 2147 = 2147, 2148 = 2148, 2149 = 2149, 2150 = 2150, 2151 = 2151, 2152 = 2152, 2153 = 2153, 2154 = 2154, 2155 = 2155, 2156 = 2156, 2157 = 2157, 2158 = 2158, 2159 = 2159, 2160 = 2160, 2161 = 2161, 2162 = 2162, 2163 = 2163, 2164 = 2164, 2165 = 2165, 2166 = 2166, 2167 = 2167, 2168 = 2168, 2169 = 2169, 2170 = 2170, 2171 = 2171, 2172 = 2172, 2173 = 2173, 2174 = 2174, 2175 = 2175, 2176 = 2176, 2177 = 2177, 2178 = 2178, 2179 = 2179, 2180 = 2180, 2181 = 2181, 2182 = 2182, 2183 = 2183, 2184 = 2184, 2185 = 2185, 2186 = 2186, 2187 = 2187, 2188 = 2188, 2189 = 2189, 2190 = 2190, 2191 = 2191, 2192 = 2192, 2193 = 2193, 2194 = 2194, 2195 = 2195, 2196 = 2196, 2197 = 2197, 2198 = 2198, 2199 = 2199, 2200 = 2200, 2201 = 2201, 2202 = 2202, 2203 = 2203, 2204 = 2204, 2205 = 2205, 2206 = 2206, 2207 = 2207, 2208 = 2208, 2209 = 2209, 2210 = 2210, 2211 = 2211, 2212 = 2212, 2213 = 2213, 2214 = 2214, 2215 = 2215, 2216 = 2216, 2217 = 2217, 2218 = 2218, 2219 = 2219, 2220 = 2220, 2221 = 2221, 2222 = 2222, 2223 = 2223, 2224 = 2224, 2225 = 2225, 2226 = 2226, 2227 = 2227, 2228 = 2228, 2229 = 2229, 2230 = 2230, 2231 = 2231, 2232 = 2232, 2233 = 2233, 2234 = 2234, 2235 = 2235, 2236 = 2236, 2237 = 2237, 2238 = 2238, 2239 = 2239, 2240 = 2240, 2241 = 2241, 2242 = 2242, 2243 = 2243, 2244 = 2244, 2245 = 2245, 2246 = 2246, 2247 = 2247, 2248 = 2248, 2249 = 2249, 2250 = 2250, 2251 = 2251, 2252 = 2252, 2253 = 2253, 2254 = 2254, 2255 = 2255, 2256 = 2256, 2257 = 2257, 2258 = 2258, 2259 = 2259, 2260 = 2260, 2261 = 2261, 2262 = 2262, 2263 = 2263, 2264 = 2264, 2265 = 2265, 2266 = 2266, 2267 = 2267, 2268 = 2268, 2269 = 2269, 2270 = 2270, 2271 = 2271, 2272 = 2272, 2273 = 2273, 2274 = 2274, 2275 = 2275, 2276 = 2276, 2277 = 2277, 2278 = 2278, 2279 = 2279, 2280 = 2280, 2281 = 2281, 2282 = 2282, 2283 = 2283, 2284 = 2284, 2285 = 2285, 2286 = 2286, 2287 = 2287, 2288 = 2288, 2289 = 2289, 2290 = 2290, 2291 = 2291, 2292 = 2292, 2293 = 2293, 2294 = 2294, 2295 = 2295, 2296 = 2296, 2297 = 2297, 2298 = 2298, 2299 = 2299, 2300 = 2300, 2301 = 2301, 2302 = 2302, 2303 = 2303, 2304 = 2304, 2305 = 2305, 2306 = 2306, 2307 = 2307, 2308 = 2308, 2309 = 2309, 2310 = 2310, 2311 = 2311, 2312 = 2312, 2313 = 2313, 2314 = 2314, 2315 = 2315, 2316 = 2316, 2317 = 2317, 2318 = 2318, 2319 = 2319, 2320 = 2320, 2321 = 2321, 2322 = 2322, 2323 = 2323, 2324 = 2324, 2325 = 2325, 2326 = 2326, 2327 = 2327, 2328 = 2328, 2329 = 2329, 2330 = 2330, 2

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* 1974 report of August 5th and 6th/1976

* Cf. *La Repubblica* with Colonel Giamberini 20 October 1971.

Journal of Management Education 32(10)

Received 12 November 2004

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PARIS.

September 13th 04.

Sir,

My last despatch left per Delta on August 17th, and I have received per Orion on the 1st instant your despatch No. 900 of August 2nd.

1. Par. 1. I am glad to learn that you will send out the necessary swivels for the secure mooring of the hulks; Captain Thomas will attend to these immediately on arrival. I would like to say that a good deal has been done in the way of repairing the cables, which are of course very old, and in time I hope we will be able to lift the moorings of the Great Britain for inspection.

2. Par. 2. I enclose a copy of our account with Mr. Kerslake, from which you will see that the cost of the Chronometer has been deducted from the value of clocks purchased from him. These clocks have been sold at 2/- each. We have asked you to pay the small balance due to him.

3. Par. 3. I note that the insurance of goods in hulks has been increased by £1,000, and as soon as I receive an answer to my last despatch in which this subject was again referred to, will proceed with the proposed circular to clients.

4. Par. 4. I have ascertained how the mistake arose in regard to the loss of wool lost overboard when loading the Antelope. The bales are trolied on to a skid at the port of the hulk, and are tallied as they pass the man at a small table. At times, when there is a stoppage in the loading, there are four or five bales on the skid, all of which have been tallied, and the bale actually lost out of the sling was that now

Yours truly,

Managing Director,

London.

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as mentioned & Pelton's tale wrongly reported. The officer talking on board of the steamer is always on our back taking the measure.

6. Par. 6. The "George Hall" is indeed a fortunate find and should be just the vessel to suit our work. She appears from the photograph to be a most workmanlike vessel, the masts are just about the right length and will not require any cutting down, and she has no fancy rig. One very good point is that the chainplates lead inward, and there are no chances of the deck being damaged in coming alongside a bulk for loading or discharging. I expect that you will have had a jibboom fitted, so that her jib will make up on the jibboom instead of being loaded forward. Our instant for stores by her should arrive in good time, and my telegram reporting the collection of the wharves will have indicated to you that there is not now the pressing necessity to get her out so quickly. The departure of the Levart here was most fortunate - even with this help we shall only just about get through the collection of our debts next season. The trip of the Levart should be considered of an object lesson for the clamourers for a steamer - Captain Williamson thought five days sufficient, but took actually eleven to get round, return and discharge his cargo, the cost working out at just under \$14 per day. I assume that George may be placed in charge of the new schooner - he is unquestionably the most pushing man we have here, knows the coast well, and is one who is likely to profit by his experience in the disaster of the Fair Rosemond.

7. Par. 7. As the time had arrived for a further sealing cruise, the departure of the two sealing ships were here wanted to know definitely what they might ^{expect} as regards the tax, and I therefore asked the new Governor for an interview, which was granted, Mr Allanby asking me to accompany them. He informed me at the outset that he had received a despatch by the last mail stating that the Secretary of State after conferring with Mr Grey-Gilson decided to confirm the Ordinance, and that

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Therefore he would not be able to reason the question unless we could bring forward some strong arguments against the tax. Now since we shall first in appeal to the Secretary of State, I will not care rather in the dark as to the actual grounds upon which the late Governor had based the legislation, and that it must have been for one of three reasons, (i) To augment the revenues, (ii) to prevent the extermination of the seals, or (iii) to drive the Sealers away from the Colony. As to saying that Governor Grey-Wilson extensively regulated our mode of making money, Mr. Hart doesn't seem to be quite sure that we did not wish to drive the Sealers away. Therefore the only reason could have been that he wished to prevent the extermination of the seals, and we had a long discussion on this point. For my own part, I shall always believe that Governor Grey-Wilson's motive was simply to raise money. When the legislation was introduced, the British law as to the taking of seals was very stringent, Grey-Wilson thought they would not be allowed to haul their catches at Sandy Point, and thought it was a chance of fleeing them. In January last, however, the British repealed their law, and the Government Officials at Sandy Point informed these Sealers that they were now allowed to haul their catches at Sandy Point, and that if they placed their vessels under the British flag (at a cost of £4) they would be free to haul there and ship their catches without any restrictions whatever. All this was pointed out to Governor Allardyce, who has promised to give the matter careful consideration. These sealers will call again in January to learn the result, and if the law is retained they are to be allowed to take their catches across to Sandy Point, no duty being imposed, as the skins will not be considered as having been exported if they take them away in their own bottoms. Governor Allardyce is, I feel sure opposed to the tax, but having only just received his appointment, can hardly repeal a law which has been sanctioned by the Colonial Office by the last mail.

4. Par. 2. I am glad to receive this information as to

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Mr. Jackson's affairs. I know that the Directors do not at this time desire him to raise money to pay off the account and Mr. Jackson will not now take any further steps in the matter.

9. Feb. 11. I asked Mr. Felton to let me see again Mr. G. Sawyer's letter on the subject of shipping live sheep, and he unfortunately did promise Hills & Co. says on Boulder Brothers. He doubts this firm has written to Mr. Sawyer on the subject. As I have stated before, I cannot get the farmers to give any assistance as to numbers until lambing at the earliest. As an instance of the risk of speculating, I might mention Mr. Jackson's recent disaster. Robinson's dogs got amongst his hog-pens at Port Louis - on gathering the flock he finds quite a lot of the number put out in May, and 100 more badly bitten. I am writing to clients to ascertain if they are willing to guarantee any number, and am asking them to send information as early as possible. I am glad to be relieved of the responsibility of making any arrangements as regards payment for sheep sold.

10. Feb. 14. I regret very much that we had not been able to collect any tallow for the Sardinians. In view of the price, I supposed that all wool should be brought in first. Even now, I have only part of the Port Louis Harbour and Port Howard tallow collected. The Port Louis has been very unfortunate for the last three or four months, - first flat calms, afterwards headwinds laid up, and lastly trouble in getting a crew. This difficulty seems to increase year by year - any decent sailor will not remain in the place, for Warty Point is more attractive, and sailors have no difficulty in getting employment there.

11. Feb. 16. I note that you have mentioned 7/8 as the shipping charge on casks of Oil per Antwerp. The P.M.N.C. did not mention the matter, but I am writing them by this mail confirming the latter figure. We have made a separate charge to Mr. Woodcock for storing the casks.

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14. Par.13. We have only a very few of the defective specifications left, and these few are hardly worth returning. Unfortunately, the bulk of these had been distributed to clients, and we will correct the word "wood" for "wool" when they come in.

15. Par.16. I mentioned in 250-4 that the price for House Coal delivered in bags on the West is 72/6 per ton for quantities of not less than 5 tons and I find that this, not 75/-, is the price paid by Mr Blackworth. We could no doubt afford to come down to 70/- at any rate - the cost landed here is 46/-, say, leaving 24/- for the store and the schooner. Coal is not easily handled, and 24/- per ton for storing, handling, and freighting to the West is nothing very grand. When Mr Blackworth returns I will go into the matter with him, and if he wants anything over 10 tons, in the year, will quote him 65/- to try and keep out others.

16. The Smithy boiler has now been re-tubed here, was tested up to 140 lbs, and we have since had steam for a couple of days to do some work on wool box catches and for Goose Creek. Mr and Mrs Blackworth said they could do the work and I let them do it without any assistance from Atherton, as it is just as well to let the latter see that he is not the only man in the place who can work on a boiler. The tubes are perfectly tight and they seem to have made a good job.

17. We have had the old boiler taken out of the Sissie, which will now with a little expenditure be converted into a small lighter. She will be useful for landing mails, which now consist of about 40 bags and boxes, and also for any packages which may be required to be landed quickly.

18. Mr Mathews informs me that he has written to the Secretary of Messrs J.A. Waldron Limited, suggesting that instead of drawing £ 50 days for the half yearly account as hitherto, that he, the Secretary, should upon receipt of the half yearly account current certified to by Mr Mathews, pay the amount to you. I assume that there will be no objection

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to this course.

17. Mr Wilmer, the Government Pilot, died very suddenly a fortnight ago. I believe the Governor proposes to conduct the service by licensed pilots for the future.

18. Atherton is proceeding with the necessary drawings of the Season's boiler - these cannot be completed until the boiler is blown down, as he will have to take some measurements on the inside.

19. On the 16th instant the Government offered by auction at the upset price of £1300 a 21 years lease at a rental of £20 per annum of Section 35 Bluff Cove, improvements on which had been valued at £350. The property has been advertised in the Gazette for over three months. McKay, the present lessee, and Mr Watson, bidding on behalf of Mr Alex. Morrison of Punta Arenas, were the only bidders. The bidding ran up to the extraordinary sum of £1000, and was knocked down to Watson for £600, McKay having gone up to £985. I feel very sorry that the property should have fetched such a price, as it knocks on the head all the arguments we have used as to the land not being worth the money, and Mr Allardye will consequently begin his term of Government with a very exaggerated idea of the value of the land.

20. On the same day, the First and Last Hotel, as also advertised in the Gazette, was offered for sale at the upset price of £1500, but there were no bidders.

21. I send you herewith a fresh plan showing the depth of water at high and low water spring tides between the Sanitary and the Telegraph House.

22. Mr. H. Moore. Mr Withers has now arrived in Stanley - we have agreed not to send the usual draft forward, as he has written to the Secretary of J.I. Waldron Ltd asking him to pay to you the sum of £886. 9. 4.

23. Governor Allardye has so far created a favourable impression, but it is naturally too soon to form any judgment

7.

We were glad to hear from him that he does not intend to make any further alterations at Government House with the exception of making it watertight; he says he is not a mechanic, and does not understand hot water pipes or bricks and mortar, and is quite used to wooden houses. The functions connected with his arrival have occupied a good deal of time, but no doubt after this mail he will tackle several questions that have been left in abeyance pending his arrival.

I am,

Sir,

Your obedient servant.

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GMBM.

October 11th

04.

Sir,

I wrote last per Panama which left on the 15th September, and have received on the 28th of that month per Oregon your despatch No. 824 and telegram "LAFONIA MIRAJONE".

1. Para-2. I have sent a circular round to all the farmers asking if they are prepared to guarantee any numbers of sheep for freezing or canning, and will report their replies when received.

2. Para-2. A copy of the Colonial Secretary's letter in reply to mine on the subject of the Bull Point Reserve is now enclosed, from which you will see that the Governor takes the correct view that his predecessor's proposal to charge rent should not be proceeded with.

3. Para-2. The last importation of Hay was per Panama in April last, namely 150 bales, 10½ tons @ 40/- and 10½, total freight £21.11. 6 or just under 3/- per bale. Governor Grey-Wilkes consequently did quite a trade in selling this article at 14/- per bale, which is much lower than we could quote. It is only fair to say that the quality of theirs was much superior to that imported by us. I think the question should be raised as to whether we cannot now without any risk resume importation of Alfalfa from Chile. I have heard nothing as to prevalence of Anthrax now, and believe the Hay is largely imported at Punta Arenas.

4. Para-7. Our Blacksmith, P. Dick, showed me a letter from his old foreman, who is Foreman Blacksmith at Gourlay Brothers.

Yours truly,

Managing Director,

London.

6. saying that he had spoken to Mr E. Lyon (the son, I understand, of Scurley's Managing Director) about a levelling table. Mr Lyon said the price would be £5 for 3 blocks 3 feet square 4" thick. It seemed to be a very low price and there is evidently some huge mistake. Such a table would be most useful for the shipyard - the only appliance we have is an old press squarer set in the floor of the Smithy, and now-a-days if we do get ships in there is generally damage to bulwarks. Take the case of the *Suffolk* now here - we have to take down no less than 100 feet of bulwark - some plates will be replaced by new, and the remainder have to be straightened by hammering on an ordinary anvil. With a levelling table the work could be done (and well done) in a quarter of the time. Scurley's quotation of £45, however, puts the matter on quite a different footing.

7. Mr. A. It seemed to me that we might offer Bean & Jones the same terms for their financial work as J. L. Maldron Limited, Port Stephens, and Pencil Island. By retaining part of their business I thought we might continue from them orders for stores, as in this line they have been one of our best customers. Mr Smith Smith passed through here on the *Orpheus* I asked if they had taken up the collection of their wool, to which he had replied that as he had been away from Sandy Point, he was sure he did not know if it had been settled, so I cannot reply to the P.S.M.S. queries. Mr Brown confirms my statement that they take wool from there at 17/6, and he added that they were glad enough to get it at that rate.

8. Mr. A. Mr Allardice, I am glad to say, does not favour the idea of building the new school on the front road in Stanley. He is in treaty with Wilkins to repurchase the site at the back of the Church, but the latter is asking a very high price. I suggested that if he wants too much, the Government might put into operation the Ordinance for compulsory acquisition of land required for public purposes. I said that we had had a taste of it, and there was no reason why it should

not be applied to others.

4. I am glad to be able to report that Captain Thomas has succeeded in lashing the "Puss Baker" right over on to her side, so that the keel is well out of the water at half-tide. We shall have to put a new keel into her, a difficult job requiring great care to make her tight. We should have proceeded with her repairs at once but for the arrival of the *Coralia* the repairs to which require all hands. The "Puss Baker" is in a perfectly safe position, and we can afford to postpone her repairs until the *Coralia* is completed.

5. The visiting Captain and myself have had several interviews with the Governor, who is particularly anxious to drop the sealine tax. He is, however, in an unfortunate position about it, - the Ordinance was approved by the very bill by which he came out, and Lord Wilson has left no record of the arguments by which he induced the Colonial Office to agree to it. When at last the latter explained his views verbally, and persuaded them to sanction the tax. Mr. Allardice read us what he is writing to the Colonial Office, and he is certainly setting the case as strongly as possible. Captain Nathan Salomon is at present in Norway purchasing a small steamer for whaling, - they tell us that there are a good number of "right" whales near their whaling ground. I hope, therefore, that the sealers will not be driven away from here, as, if whaling is a success, these vessels could no doubt choose for their base the same port as the whaling schooners.

6. The *Portia* is again making a long trip to the East, and I have had to send the *Komet* to Fox Bay with mails and passengers, and to return. I hoped she would have been able to land the return mail at Fimley Harbour, but owing to the rain weather we have had, I fear there is no hope of her succeeding. Mr. Allan was anxious to have the men sent out without delay, so I considered it advisable to send them, with others, to Harvis in the "Harrow" at once as there will not be a schooner available for weeks yet. On the way out she burst

a tube, remained at Darwin one day to stop this, and returned to Stanley on the third day.

11. Mr Hart Bennett suggested to me some time ago that he should hold over the memorial on the subject of the Volunteer Garrison until Governor Allardyce's arrival. Mr Felto and I have since seen the Governor about it, and I feel sure that Mr Allardyce will take steps to prevent the abuses that have been going on. He told us that Sergeant Major Watt no longer receives a commission on the sale of drink, but is paid \$18 per annum for managing the concern. The regulations have also been amended, and no person is allowed to take away more than a quart at a time, instead of by the gallon as formerly. I said that if liquor were allowed to be consumed off the premises at all the place was virtually a public house; the Governor, however, says that the Home Government are so anxious to keep the Volunteer movement going that he does not feel justified in taking any step that might cause the numbers to decrease, and if he made the regulations too stringent he would run the risk of disbanding the Corps. He promised that a return should be kept of all liquor sold for consumption off the premises, - I think we have gained a good deal, and it will be wise to be satisfied for the present with this, and Mr Felton and I undertook to withdraw the memorial to the Secretary of State.

12. I reported in 250-18 that I had been compelled to give C. Aldridge notice to leave the Store at the end of September. He asked if the Directors, in view of his long service, would make him some small allowance, and I said I would lay the case before them, writing, in the meantime, to Dr. Jamieson who attended him some years back, for a medical report on his case. He remained in the Store for a few days after the end of the month, and told Mr Gorton that he hoped I would keep him on until the end of the year, or until I had heard whether any allowance would be given to him. Mr Gorton told him to see me about it, and I expected him to come to the office, but

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about 8 P.M. on the 24th instant the unfortunate fellow shot himself through the head, on the steps of the West Jetty, from which he fell into the Harbour.

The occurrence was reported to Mr Barton; he went down the Jetty and saw the body floating in the water, looked the gates of the yard and sent for the Police. Immediately afterwards, when standing on the steps of the store he noticed smoke coming from the after part of the bulk "Charles Cooper", which forms the T end of the Jetty. Mr Barton gave the alarm at once, took the key of the bulk from its usual place in the store, but found that the padlock had been replaced on the catch, without being locked. On opening the bulk he found the cases of paraffin on fire, but most fortunately the lid had burst, and only the wooden cases, which are usually saturated with oil which leaks out, were burning. The lids themselves were quite hot, and had there been five minutes delay I am convinced that nothing on earth would have saved the bulk. We had over 30 cases and 50 barrels of oil there, twenty barrels of tar, a quantity of goods or "crops", and between the upper deck and iron roof of the bulk quite 1500 worth of timber. It is really the narrowest escape we have ever had from a most disastrous fire. I fear there is very little doubt that Aldridge fired the bulk before committing suicide. Nobody else had been to the bulk, and in the ordinary course he had access to the keys. He must have taken them earlier in the day, unlocked the padlock, and put the keys back in their place. Before leaving the store he left a package of money and letters, addressed to his wife, and was seen to take a packet of matches from under the counter. This occurrence was mentioned at the Inquest, - the Jury returned the usual verdict, - "Unnatural mind".

15. As the ORION, homeward bound, draws over 26 feet of water the P.S.E. have told Captain Kite not to risk grounding by trying to go alongside the "Great Britain", and I have therefore put into lighters the wool we have collected from Greenhields and Focke Bros & Co, this being the last chance of catching the December sales. I am also shipping a few bales of skins that we have on hand.

N.

14. The 4s Barque "SOTALA", Captain Auld, bound with cargo of steam coal and came from Barry to Esquimaux, but back here for repairs on September 24th. As the wind was N.E. the ship was able to sail into Port William and was towed into Stanley Harbour on the 26th. A copy of the report of survey is enclosed, from which it will be seen that the damage to the hullwork and plates is very extensive - it is in fact by far the biggest job we have ever had in bul work repairing. I advise you via Sandy Point:- SOTALA STEVES LIVERPOOL. ESTIMATE - It was quite impossible then to form any idea of the cost of repairs; after working for a couple of weeks we have been able to go into figures, and we think the total disbursements will come to about £ 3000. The Captain has decided to have all repairs executed here, and to have 6 new large sails made, and on the whole I think we shall be fortunate if we succeed in getting the ship away before Christmas. We shall use up all the 1/2" plates we have in stock and are therefore ordering a fresh supply by this mail. We could in fact have done with a few extra for the ship, but shall have to be content to use the best of the old ones that are taken down.

15. The Canadian Sealers have left for a further cruise. I sent you by last mail the "Agnes S. Bonhoefer's" draft on Messrs. Harpison for £ 254. 0. 8, and send you now that of the "March S. Bulcom" for £ 820.12. 6.

I am,

Sir,

Your obedient servant,

ANNOUNCEMENTS.

RECEIPTS. - (ORIGINALS FOR Panama, September 15th 1904)

Balance No. 253

Copy of Stanley Cash Book for August
Journal

Balance Income No 338

Receipts on Stores and Replies to Remarks

Receipt of Exchange No 3551 on C.M. Lampson & Co. for £754. 0. 8

Receipts on Produce Return No. 50.

Receipts Insurance for August

Copy of Allan's report of September 8th.

Receipts on Accounts

Statement on Accounts.

RECEIPTS.

Copy of Stanley Cash Book for September
Journal

Receipts on Stores and Replies to Remarks

Receipt of Exchange No. 3551 on C.M. Lampson & Co. for £754. 0. 8

Receipts on Produce Return No. 50.

Receipts Insurance for August

Copy of Allan's report of September 8th.

Receipts on Accounts

Statement on Accounts.

Receipt of Exchange No. 3551 on C.M. Lampson & Co. for £754. 0. 8

Receipts on Produce Return No. 50.

Receipts Insurance for August

Copy of Allan's report of September 8th and enclosures.

Receipt of letter from Colonial Secretary re Bull Point Reserve.

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Receipt of letter from Colonial Secretary re Bull Point Reserve.

Designations:-	Wool.	Skins.	Fallow.	Hides.
A	40	10	11	
AP	6	7		
P B		15		
B	1	7	3	
Rest		3		
N & B			166	
Z			68	
W P			28	
D.M.				70
F.S.				27
E.A.				41

255

CRUBA.

11th October

04.

Sir,

The Cruba arrived here at 7 a.m. to-day, a whole day before her time, and the Commander informs me that he could easily have reached Stanley last evening. The Governor is allowing her to leave this afternoon, as there is not the slightest chance of the West Falkland mail arriving, the chance having seen the Hornet outward bound to Fox Bay off Ball Point yesterday. I had given Unnaga instructions to bring the mail across to Findlay Harbour to be brought in overland.

2. I enclose a copy of a letter I have received by the Cruba from the West Coast Manager as to a cargo steamer for Tallow. You will see from the enclosed copy of correspondence that I wrote on July 5th to the effect that we hoped to have a good cargo of Tallow about September or October - the West Coast Manager delayed acknowledging this until August 30th, and then wrote to the effect that a cargo steamer could not be sent unless a definite amount of cargo were stated and an exact date given. I received this letter on September 15th, and wrote by the same steamer to Messrs Wilson Sons & Co, Monte Video, requesting them to cable a message to Valparaiso to the effect that we shall have 900 casks of Tallow ready for shipment during the last week of October. This message is now acknowledged by the West Coast Manager in the letter just received, but I must say that the letter appears scarcely satisfactory. They must know by now that the casks of Tallow are nearly $\frac{1}{2}$ ton weight and very little less in measurement, or if they did not know they could easily have ascertained

P.E. Webb Esq.,

Managing Director,

London.

2.

From any of the Officers of their steamers - they also know
 much
 full well that their Company prefer to ship Tallow by cargo
 boats in preference to mail steamers as the loading and stow-
 ing occupy so much time. On the whole, this appears to be some-
 what cavalier treatment, especially in view of the high rates
 we pay as compared with Sandy Point. I am writing by this
 mail to Messrs Wilson Sons & Co., Monte Video, asking them to
 send a telegraphic message to Valparaiso that "it is urgent
 that a cargo steamer should be sent here as soon as possible
 after the end of October for 950 casks Tallow, tonnage not
 less than 400 tons weight or measurement." We have now in
 Stanley 714 casks, the Hornet will bring 50 from Port Howard,
 30 from Osores Green, and the Fortuna 220 small casks from
 Osores, and 30 from Teal Inlet.

3. The CRUSA will take all the produce we had ready in the
 lighters. I have telegraphed to you as follows:- SOTABA
 MACKENZIE CRUSA ROSSIGNOL. I have no telegram from you
 to acknowledge, Mr Stubenrauch having written from Sandy Point
 that the line is not in working order. He adds that the tel-
 egrams sent across by CRUPESA were forwarded on by the same
 steamer to General.

I am,

Sir,

Your obedient servant,

Enclosures.

Copy of P.S.N.C. Account.

Specification & P/L per Crusa.

Copy of correspondence with P.S.N.C.
 Valparaiso.

SDV

ORISA.

November 23rd 1914

Sir,

I wrote you last per Grube on October 11th and received per Orisa on October 26th your despatch No. 988 and telegram "DOCKWALLS MASKED BY STEVES."

2. 988-2. I am inclined to think that it might be practicable to leave the Fortuna down. If this were done it should be done to the Eastward of the bulks at the East Jetty, so as to secure a lee; I would not care to risk leaving her down to a lighter in the open harbour, and the only difficulty at the East Jetty would be the depth of water - no doubt with her ballast out we could get her sufficiently near at high water, and with her tall masts she would come down easily enough.

3. Par. 3. I meant to have discussed the question of the price of coal with Mr. Buckworth. As I mentioned before, we have not charged more than 52/6 per ton.

4. Par. 4. I am only just now receiving replies, copies enclosed, from the farmers with reference to live sheep - there is no doubt they do not like to commit themselves to a definite number as we never know what the winter will be. If several farmers had guaranteed from say 2-4000 each wethers, and had heavy losses and had thinking they would either cripple their flocks for a couple of years or have to pay a heavy indemnity to get out of the bargain. It seems to me that the only remedy would be to have co-operative freezing or canning works on each island controlled by the farmers themselves - then if we had a bad season they could if they wished allow the plant to remain idle altogether if they found that the

F.R. Cobb Esq.,

Managing Director,

London.

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number of surplus stock was not sufficient to make it pay to run it. I receive by almost every mail proposals for opening up business in wethers, some from the Continent and some from the River Plate, and enclose copies of the latest. Mr Moritz Braun, who passed through here some weeks back, told me that good prices for wethers were obtainable in Bahia Blanca. The most feasible scheme would seem to be with the River Plate, but even so, the difficulty of communication, the limited supply and the want of co-operation generally amongst the farmers stands in the way.

3. On this latter subject you may be interested in the perusal of the enclosed copy of minutes made by the farmers as to the Stock Ordinance. The subject was started by a memorandum drawn up by Mr Packe, when the late Governor happened to mention that the Stock Ordinance would probably require some amendment. We thought that it would be well to endeavor to secure some voice in the administration of the Stock Department and the Sheep Tax Fund, and as Governor Grey-Wilson apparently favoured the idea, the papers were circulated amongst the farmers to ascertain if it would be possible to form a sort of advisory committee. We sent the minutes to Governor Allardys, and have had interviews with him on the subject, with the result that we propose to try and form a Farmer's Association. I enclose a copy of a letter from the Governor with draft rules suggested by him.

4. Par. 7. I will certainly avoid sending the Flynn outside Cape Pembroke unless under most urgent and exceptional circumstances.

5. Par. 8. I can assure the Board that the Store question has our daily attention - the prices of really wholesale articles are adjusted on each importation to a little what it ^{above} would cost farmers to import direct, giving us as much profit as we can secure without losing their custom. In some cases we think it better to invoice as a purchase on 5% commission charging freight on the full tariff rate of the P.S.W.C. -

3.

would mention for instance shocks for Holmestad & Blake, reported upon in my last despatch. Had these been invoiced as from the store, the price would have appeared enormous, whereas it is the expense of freight and charges that swell so much. While on the subject of shocks, I would ask that if you receive an order for any from a client in London that these might be shipped out specially. In August 1903 you instructed us to deliver 75 to Mr Hartland from stock. As each bundle of shocks has its proper heads, all being specially numbered, the labour of sorting out would be very heavy, and moreover we generally get our stock sent out to Goose Green as quickly as possible. I do not think that direct importation by Mr Felton can be looked upon as an indication that all farmers will make their own purchases from home, though it cannot be denied that all have a tendency more or less to do so. Mr Felton, as you know, does not take much part in the management of his farm, and having been occupied in storekeeping for so many years, no doubt orders his stores direct from home partly from instinct and partly for pastime.

4. In connection with this question, I notice that the Brits brought out a large consignment of stores for Mr J.H. Jones on our bill of lading, but we have not received any instructions as to whether freight is payable in London or at this end. If the former, I trust that he will be charged freight according to the P.S.N.C. tariff and not at our special (and) rates. London's list of measurements of his cargo charges freight on our basis, and I enclose a table showing that the difference of freight according to the tariff rates and our special rate would amount to £4.19. 9. I should be glad if you would let me know the exact arrangement we have with the P.S.N.C. as to freights. I was under the impression you had sent correspondence on the subject some three years ago, but cannot trace it. I have an idea that the concession to us is more apparent than real, and am quite certain that

They do not give us anything like an all round rebate of 20% as the Komnas Company. You will see from the list of J.M.N. Freight that on what I would term provisions of medium quality for timber, rice, iron sheets and paints they quote us 32/- against 38/s tariff. On hogheads of ale, they charge us 15/- per cask, against 15/s to others, and possibly there are other items on which we gain but little. For fine provisions, we pay only 34/- as against 45/-, which is the full reduction of 20%, and on rough provisions we pay 36/- as against 52/s, a reduction of over 30%. As, however, the bulk of our provisions are medium, we do not save proportionately so much as we should and there is no question that the fairest method would be to calculate all our freights according to their usual tariff and give the 20% reduction in full. You may have noticed that from October 3rd, they are raising their rates all round - provided they leave our rates alone, we shall have but little to complain of, but I fully expect to hear that they are raising us like the rest. If so, we really ought to consider the possibility of having an annual sailing vessel again.

9. Par. 10. When I offered to Mrs Dean to continue Messrs Dean & Anson's financial agency on the same terms as J.I. Wal-Aron and Port Stephens, I was under the impression that we should by so doing retain a certain amount of their business. They have for the last few years been by far the best customers in the Store (averaging £800 a year), and seeing that Mrs Dean is the name in Stanley it seemed as well to keep on good terms. Mrs Dean appeared pleased that their account could still be kept by us, and I have since received a letter from Mr Anson accepting the offer I made. I regret now that the Board do not approve, but trust that under the circumstances they will not refuse. Seeing that the only charge on the property is a mortgage to Mrs Dean, who is herself the Senior partner, there is little to be feared for the security of the account. Might I draw attention to the terms on which we do Mr J.M. Dean's business. Pebble Island produce is brought to

Stanley by the Richard Williams (I admit that we are well paid for storing and transshipping it), we receive no commission on the sale of it, and yet charge Mr Dean nothing beyond 5% interest if his account is overdrawn. It is true that his store purchases have been good, in 1910 - \$450, 1911 - \$ 338, 1912 - \$227, 1913 - \$225, 1914 - about \$400, but if he continues to import direct largely this will diminish.

10. Par. 11. The question of the site of the new school was discussed in the Council, and the Governor invited the Unofficial Members to obtain an expression of opinion from the inhabitants. We thereupon drew up the enclosed memorial, which was signed by nearly 50 householders, and have received a reply from the Governor concerning that the front road is not a suitable site. I am not sure whether he intends referring to the Colonial Office or not, but it appears as though the site will be changed. I doubt very much if the Government would exchange land to the North of Rose Road, having water frontage for an equal quantity of the Margaret Row paddock or the plot next the Church - the values must differ widely. But it might be possible to negotiate for some arrangement by which we could secure that the land in front of the Manager's Residence should not be built upon. For instance, we might give up part of the Margaret Row Paddock or give the use of the piece next the Church as a playground for the children on the condition that the strip right along the front from the West Jetty to the Dockyard should be kept as an open space, giving us the right to tether horses for grazing. Of course, in such a case, we ought to strive as hard a bargain as possible, and as Mrs Dean would be an equal gainer she should contribute. At the same time we must refrain from showing too much eagerness, and rather throw the onus on the public generally. The danger is exerted for the present, I think, but I might discuss the matter with the Governor later on.

11. Par. 12. There was no "necessity" to sell the Plyn's sidelights - we have old lamps which will serve to replace the

8.

anchors in case of accident (if an accident should occur it is improbable that both sidelights should be damaged), and I thought we might take the opportunity of turning them into money instead of keeping them on hand for years.

12. Feb. 13. I send you now the plans of the Season's boiler; Atherton has made drawings of the boiler connections, 1" to one foot, and before the next homeward mail he will make fair copies of these to send to you. The plans of the boiler and repairs need not be returned to us, as Atherton has made a drawing as it actually is, but when a new boiler is sent you will of course let us have a copy of the builder's drawing. I am writing by this mail to Mr. Morton giving a rough idea of the work to be done - if we had had plans of the hull it would have given them better ground to work upon in framing an estimate, and I am asking him to send to you direct a copy of his reply. The removal of the deckhouse will not amount to much, but when it has to be replaced I fear that a fair amount of new work will be found to be necessary. The only work to be done beyond the new boiler will be the drawing of the tail shaft, fitting the new bushing, and overhauling the sea connections.

13. I find that in sending you the list of losses per Fair Rosamond I omitted to make any reference to it in my despatch. I intended then to explain that in looking back in Mr. Anson's letters, he had asked that all shipments of wine should be insured; the suppliers, Messrs. Grant & Company have always consigned the goods and sent the invoices to my predecessor and myself, and these have, with one accidental exception some years back, invariably been insured. I had therefore to admit our liability on these, but I declined to admit his claim for the loss of another box containing a dressing case valued at \$12. This arrived on a parcel receipt without any particulars of contents or value, and was put on board the schooner as it bore Anson's name.

14. Feb. 15. We have gone into the question of the Fair

Remuneration's last six trips to the Chartres, namely September 1902 to the end of 1903, and found that the days occupied and the freights earned work out as under:-

27 days	84.17. 0
28 "	88.12. 8
28 "	88.12.10
31 "	121. 8. 8 (Outward freight £35)
19 "	105. 1. 2 (" " £23)
19 "	38.12. 5 (Only half a load - time charged only that occupied from Chartres back to Stanley.)
<hr/>	
<u>148</u>	<u>£ 583. 9. 4</u>

I have detailed the trips separately to show that the average is fair; the earnings work out at £3.16. 9 per day. Seeing that our working expenses amount to £2.15. 0 per day, the profit is not excessive, and without the extra 10/- we should certainly not have paid expenses.

19. Feb. 19. The offer for Hunters etc at Goose Green was made by a Mr Moller, who has a grange at Sandy Point - he will pass through Stanley by the next outward mail; if he should not by any chance see his way to sending his men over, I have had a similar offer from a Mr Hoffman from Sandy Point, and no doubt it will be as well to come to terms with one or the other and learn all we can.

20. Feb. 20. It is necessary to go back for a considerable number of years for a previous case of the Grant of leave to the Clerk in the Stanley Office, for the question has not arisen since Mr Langdon's time. Mr Maillon served as Clerk for less than two years, and in my own case, after serving five years, having no particular reasons, owing to the death of my father, for wishing to go home, and finding that financial considerations would not admit of my deriving much enjoyment from a holiday in England, I did not apply to the Board for leave of absence. To go thoroughly into the matter, I have extracted from the ledger the enclosed statement of Mr Langdon's remuneration for each year of his service extending from 1871 to 1882, from which it will be seen that he served from 1871 to

1874 at a salary of £150 for the first year, £200 the second year and a quarter, and £250 for the remainder of the term. In 1875 he went home, but there is nothing to show whether this was by a grant of leave or simply upon the expiration of his agreement. He returned to Stanley in the early part of 1877, and during his absence he received no salary. He served a further 5 years at the same salary, but with a commission on the dividend which ranged from £25 to £100 per annum. In 1883 he again went home under circumstances described in your despatch No. 255/30, and after an interview with the Directors, detailed in despatch 227/0 his agreement was renewed for 8 years with leave to visit England after 4 years, with an increase of remuneration, and half salary whilst in England was granted. I find too that he was paid £22,12. 6 for his expenses on the voyage, which was tantamount to granting him half salary during his absence from the Colony and £100 on the dividend. His total remuneration during the year, 7 months of which were spent on leave, was £227.12. 6, and had his salary been £400 per annum without commission as it is now, it would have worked out the same as a grant of 6 months leave of absence on half salary. The above is the last case of the Clerk leaving the Colony, Mr. Longdon having died in 1889, without having availed himself of the provision in his agreement for leave after 4 years. I find it somewhat difficult to deal with your question as to "respecting from the usual custom of letting all time expired officers and employees come home according to the terms of their agreements, and to re-engage if they wish to return," for during my 11 years service with the Company I do not recall any instance, with the exception of the doctors who stand on a somewhat different footing, of an officer or employee going home as a time expired man and re-engaging; and if the Board desired Mr. Longdon's agreement to have been dealt with in this way, instructions to that effect should have been conveyed to me, when I reported that his term would expire in August. Your answer to me then was that the Directors agreed to my

entering his agreement on the same terms as my own, namely indefinitely, with the usual six months notice on either side. In regard to special circumstances, I have always thought the Directors were inclined to regard their Officers in a somewhat different light to an ordinary employee - when I was engaged as Clerk I was certainly given to understand that the Board could grant me leave of absence to visit England if my conduct was satisfactory, and I believe that other Officers have been under the same impression. I would take the opportunity of saying that "Officers", that is to say Clerks, and I might add the Chief Storekeeper, are expected to work, and do work, at any hours, weekdays or Sundays, when required, and this alone gives some claim to differential treatment to an employee whose hours are definitely stated, and who received extra pay if asked to work outside those hours. Mr Stirling has invariably and cheerfully conformed to this, working at the office early and late, and has during his 5 years taken only three holidays from Stanley, involving an absence of 3, 8 and 14 days respectively. During my 8 months absence from the Colony he had double duties to perform, and I was very glad on my return to be able to report (214-24) that he had carried out the work "quite to my satisfaction". I recall this to the Board in the hope that they will feel disposed to regard the case as bearing special features, and deserving of favourable consideration.

17. I omitted to report that I have received from the Government a lease signed by Governor Gray-Wilson on May 2nd last of the 1120 acres at West Bluff Cove. The following paragraph is inserted at the end - "This plot of land is part of section 38 and the right of purchase shall not be exercised without the express permission of the Governor in Council."

18. Mr Belton draws attention to the difference in measurement of his 70 Bales of Wool per Bagellan in January and the 100 Bales in May per Antisann, the latter averaging 37'. 7" as against the former 24'. 7". I find on going into the

amount sales that the nett weight of wool per bale in the two lots average 577 and 548 lbs respectively, but this difference in weight should not result in the measurement being so much higher as 1 ft. per bale. All the bales were pressed in the same press, and as far as he knows the same amount of moisture was excluded all through. Had one shipment gone to Liverpool and the other to London there might have been some difference in the method of calculation. Both steamers, however, went to London, and I mention this matter in case you might be able to trace some error.

19. We received by the Oriza the news of the accident to the Gravina, necessitating her return to Liverpool from Buenos Aires - Captain Hayes informed me that the Oriza would consequently call here on her homeward journey about the 21st instant.

20. I enclose copies of my letter to the West Coast Manager at Valparaiso with reference to the request for a call of a cargo steamer about the middle of November. If they had only taken the trouble to give me a date, the Oriza's call might have been dispensed with.

21. I reported in 249/15 that the Chance had been got off at Wharfedale Harbour, and was only saved from loss by throwing overboard some 20 tons of ballast. I have after considerable difficulty at last got Ratcliff to extend his protest in order that the value of this may be recovered from the underwriters. I now enclose the same and shall be glad if you succeed in getting something from them. As the lost ballast cannot be purchased here it is impossible to send in a claim in the usual form of an account - I have therefore sent a certificate as Lloyd's Agent stating that the ballast cannot be replaced locally. The vessel has been replaced with stone which curtails her carrying capacity, but from our point of view we would much rather the underwriters paid in a lump sum as compensation rather than replace the ballast, as we should be able to credit her account in our ledger with the amount. The cost

11.

of extending the protest is \$4. 4. 0, duplicate receipts enclosed.

22. The P.S.S.C. at Valparaiso asked for particulars as to weight and measurement of casks of Tallow and bales of Sheepskins. This is somewhat difficult to give, in the case of tallow especially, and for future guidance I should be glad if you could let me have some particulars of the weights and measurements of the shipment by the next cargo boat from here.

23. Mr Allan reported by the last mail that Clark, one of the last batch of men sent out, seemed weak in the head and had endeavored to walk back to Stanley. He made a second attempt to get away, and was caught just before he reached the mountains. There is nothing therefore but to send him home, and he is sent by the Strath. Grita.

24. I am sorry to report that Rowlands has had another very sharp illness - I was compelled to send the Fortuna away from Stanley, and therefore put Captain Thomas in charge with Osborne as pilot. She got from Stanley to Fox Bay in 25 hours, and had to go to Hill Cove, West Point, Roy Cove and San Carlos, and I am glad to say did the round trip in 13 days. This is the first occasion on which she has gone away without Rowlands, and I feel that we have to face the fact that the old man is getting past the work of knocking about round this coast. If he has to give up, I should propose Osborne for the Fortuna - we could see whether the mate of the Lafonia shapes as a likely skipper and decide between him and Brønne for her. The present mate of the Fortuna, a Norwegian from the Samoa, would be able to run the Hornet.

25. The Barque "Emilie" from Bataritani, Gilbert Islands, to Azores with Sopra put in on October 24th, the Captain and Second Officer having died at sea from beri-beri a few days previously. The First Officer, Nils Englested, has been appointed Master, Captain Willie goes as mate for the voyage to Europe and two more men have been signed on. After the death of the

is.

most rapid sales. The order is sent by this mail, and we have
 -the notice of the press sent out for London Harbour.

Mr. The Laramie is 60 days out to-day, and I am disappointed
 of not being able to report her arrival - of course, the pos-
 sible and would be reported as a fact of her general sailing
 qualified as the weather may have been against her. No doubt
 she will arrive before the departure of the next homeward mail
 and I will then send with your paragraph giving the full in-
 formation about her. The present despatch is certainly long
 enough.

I am,

Sir,

Your obedient servant,



237.

LIMITED

ORITA.

November 23rd, 04.

Sir,

The Orita arrived in Port William at 9.30 a.m. yesterday drawing 38½ feet of water. She brought me letters from the West Coast Manager, copies enclosed, from which it will be seen that they decline to send us a cargo steamer, and trust to the Orita and Victoria to take all our produce. The statement "I have reserved room in the Orita for 500 tons as asked for by you" is simply absurd. Captain Hayes before leaving Valparaiso told the Manager that all our cargo was in the bulk, and that he could not possibly go alongside: to say that space had been reserved was dishonest, the truth being no doubt that they could not fill the ship at Valparaiso.

I cannot help feeling that we are being played with over this shipping of backward cargo - the Valparaiso Office says now that the Directors in Liverpool have arranged that a cargo steamer should not call here, whereas on all other occasions the movements of these steamers are controlled from Valparaiso, and we assume to be dealing with a firm something on the lines of Spurlow and Jenkins. Captain Hayes said that his instructions were to take as much as he could, adding that he was prepared to remain until 3 this morning. I replied that to get cargo into lighters and tow to Port William would mean hours of work, necessitating getting up stores on the bulk, but as he was willing to work all night to get it on board I judged that it would be as well to send home the sheepskins. I am aware that this is a costly business for us, but we want the bulk cleared for the wool season and

our

F. H. Cobb Esq.,

Managing Director.

LONDON

our cargo home, and had I declined to put this into lighters, the P.S.N.C. would at once say that they had given us an opportunity of shipping, but we would not put ourselves out to do it. I am quite prepared to hear that they are dissatisfied at a large steamer like the Grata remaining here for 24 hours for so small a freight, but it is entirely their own doing.

I enclose specification and bills of lading for the shipment

I am,

Sir,

Your obedient servant,

W. H. Murray
Manager

ENCLOSURES.

Balance of Exchange 255500 Bank of Valparaiso & Argentina Ltd. Ltd.

Statement of accounts on accounts.

Specification of 6 bales sheepskins 'F'.

Copy letter to P.S.N.C. and account.

Copies of letters from P.S.N.C., Valparaiso, and London.

Specification and bills of lading per Grata.

DMS

TERRITORIA.

6th December

04.

SIR,

I wrote last per Orin, which left on the 23rd ultimo, and received the next day per Panama your despatch No 986, and telegrams "COMPTON SMITH PANAMA LONDON WARTENVOLE".

1. Dec. 2. The Great Britain's messenger chain was sold to the Spaniards in 1888, and a new one sent out for her. I fear we shall have to consider very shortly the question of renewing the windlass - it has been patched up many times and is now almost past repair.

2. Dec. 3. We received news by the Panama that the sealing schooner "Agnes G. Donahoe" had been seized by the Uruguayan Government. Captain Ryan wrote down that they were more than 4 miles off the land in a dead calm, and he had every hope of being released without any heavy penalty. It is rather unfortunate as they may suggest to the Governor that they would be almost compelled to ship their catches from here, and the tax may not be retained.

3. Dec. 5. Before the sale of the Bluff Cove lease, McKay came to me to ask if we would make him any advance on his claim to enable him to bid for the lease, and I let him have \$100. Of course, I cannot say if he had money from any other sources, but it is more than probable that this is all he had on him when he bid the \$200.

4. Dec. 12. The usual letter of advice for the draft on account of the "Agnes G. Donahoe" was made out for the Master's signature, but by an oversight was passed over when he was signing the accounts.

Yours truly,

Managing Director,

TERRITORIA.

2.

6. Feb. 12. Mrs Sedgwick has desired me to express her gratitude to the Directors for the grant of the sum of \$25. I had already agreed to allow her to remain in the house until the end of the year rent free; after the end of this month Miss, the Russian carpenter, will remove to the house, which is at the back of the Carpenter's shop.

7. Feb. 13. I alluded in my last despatch to the raising of rates of freight by the P. & O., and said that so long as they continued the special tariff to us it would not very much matter. I find that the rates per Panama were all on the higher scale, and will let you know how they change by the next outward mail.

8. It was found possible to unship the *Emilie's* rudder without a diver, and the repairs were completed on November 21st. The Captain did not wait for his sails to be finished, as this can be done on board. She left on the first instant, and I received her accounts, which amount to \$443.25. C. The Captain has given a draft on Hambro for \$300, the amount of the arrears, and I have taken his further draft for the balance, \$143.25. C, on the same; I did not know whether to ask for a draft for the whole amount on Hambro; I have included in my bill of exchange to the effect that we require the credit to be increased to \$443.

9. The Italian cruiser "Vittoria" called here on November 20th on her way from Bahia Blanca to Valparaiso. She left at daybreak on the 2nd for Ushuaia, Tierra del Fuego. The few provisions supplied were paid for in cash.

10. The Captain of the *Sofala* received a cable message from his owners by last mail to the effect that they had arranged with the Admiralty that the whole of her cargo of Steam Coal, over 2000 tons, is to be discharged here for the Naval Depot. The Store Officer received a similar message from the Admiralty, adding that a letter would follow. Our contract with Commodore Winde, dated March 27th 1902, is really at an

3.

although on reading it over again the interpretation of paragraph 5, which says "This contract to be in force for one year, and to be terminable thereafter at six months notice by either side" may be open to some doubt. Should any question be raised, we are entitled to hold that the contract was to take delivery of 1000 tons only, and the sixth paragraph was inserted in case by some mischance the coal could not be sent out within a year. We have of course taken delivery of double that amount, but the contract is not completed until delivered to M.A. Lines. I cannot make any new contract with Mr. Herring, the former Naval Store Officer; Mr. Herring came out with an order as an Engineer to run the pinnace and set up and work the steam engine. I think he was a dockyard fitter at home, and certainly is hardly a person to make a contract with unless the Admiralty in their letter give him some special authority to do this. I notice that the Saint George was ordered to be home by November 19th to have her defects made good, and I am in hopes that Commodore Finkle may have seen you at some of it and decided to land the Bufala's coal here. If so, you may have made some arrangement with him on the lines suggested in my despatch 252-4. For the present, we have put the Bufala alongside the Bufala to receive as much as possible, and are simultaneously lightering what we can and landing it in the wharf.

11. The repairs to the Bufala will be completed within a week, and the cost as reported by last mail will not be much more than the *Albatross*. As she has to discharge cargo here, there will of course be further disbursements; she will want some 1200 tons of ballast, which will cost over £400.

12. We are intending for a further supply of house coal in bags for Darwin and station orders; should the P.S.N.C. not come to send so much as 100 tons by one steamer, the shipment would be divided up into two. We are getting very short of coal in Stanley, and must have a further stock as soon as possible either by steam or by a sailing vessel. I am aware that

4.

There is a difficulty in getting small sailing ships now-a-days, but even 500 tons would not be overmuch, seeing that Darwin consumes from 100-150 tons a year. If you cannot charter a small sailing ship, would you arrange to send some by steamer in June, say 50 tons in March and 50 tons in May, these two shipments being additional to the 100 tons for Darwin and Station orders.

13. When writing by last mail on the subject of Mr J.H. Dean's freight, I had not noticed that you mentioned in your remarks on Stores that you would charge freight in London.

14. At the moment of writing, there is no sign of the Lafourie, which is now 76 days out. I am becoming somewhat concerned as to how I am to have 2000 bales ready for the January cargo steamer.

15. We have had a week of bad weather, and Mr Allen reports that he is not able to get on very fast with the shearing.

I am,

Sir,

Yours obedient servant,

Handwritten signature

ENCLOSURES.

EMILIN - (Originals sent "Driver", Nov. 28th, 1904)

Statement Nov. 28th and 29th.

Copy of Shipping Cash Book for October.

Copy of Working Journal for October.

Copy of "Driver", Nov. 28th.

Receipts by "Driver".

Shipping Insurance for October.

Allen's Report of November 17th.

Remarks on Accounts, and Replies to Remarks.

Statement of Accounts.

Specification & Bill of Lading for "Driver".

EMILIN.

Copy of "Driver" - Nov. 28th.

Remarks on "Driver", and Replies to Remarks.

Copy of Exchange No. 2264 on S.J. Hambro & Son. £300:0:0

do. do. 2265 on S. Abrahamson. £146:15:0

Copy of Banker's Cheque on London Joint Stock Bank Ltd. £50.

Shipping Insurance for November.

Copy of Barque "EMILIN" Accounts.

Copy of First & Final Survey Reports, Barque "EMILIN"

Copy of Allen's Report of November 1st, and enclosure.

Copy of Letter of Secretary British & Foreign Shipping Register.

Copy of Letter to Pinta Saele & Co.

Replies to Remarks on Accounts.

Statement of Accounts.

Letter for F.E. 2000 Nov.

Specifications:- Wool. Skins.

D.H. 9 22

T.G. 4 9

1 9

J.B. 13

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LIMITED

CHIEF.

3rd January

05.

Sir,

I wrote you last per Victoria which left on the 7th ultimo, and have received per Oruba on the 15th December your despatch No 987 and telegram "Desgomasta Hambro Marranalla "Souraro".

2. 987-3. So far as I am able to judge at present I think it unlikely that Governor Allardyce will continue the system of Government trading instituted by his predecessor. The Stanley storekeepers are at present in correspondence with him as to limiting the operations of the Government Officers' Bantien to bona fide Government servants.

3. Par.7. I am glad to learn that the Royal Insurance Company are willing to issue a floating policy for £5000, which is just what we require. When in England in 1902, I mentioned our insurance to one of their representatives in Lombard Street, explaining that we were covered for full value of stores on hand, adding that it was impossible that the value of stores in the different buildings would always remain the same. This difficulty has been now met, and I hope to hear that the proposal has been approved. Apropos of insurance, Dean Brandon has obtained quotations from the London Assurance Corporation for insuring Church property at Stanley at very low rates indeed. He ascertained through the Colonial Office that the Crown Agents place all their insurances with this Company - they already insure the Parsonage, which is a Government building, at 10/6, and have offered to insure the Dean's personal effects and the Assistant Minister's house at the same rate, against 25/- charged by the Royal, these buildings both being built of wood. The Royal insures the Church itself (stone

F.S. Cobb Esq.,

Managing Director,
London.

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and brick) @ 7/6⁰⁰, and the London Assurance Corporation quotes 5/- only. According to the local law all Insurance Companies keeping an Agency in Stanley have to contribute 2/6⁰⁰ towards the Fire Brigade - the Royal Insurance Company therefore lones 2/6 out of its 7/6 on the Church, whereas the London Assurance Corporation, not having an agent, gets off scot free. This is really a great injustice: the services of the Fire Brigade would of course be available for any fire, whether the property were insured by the London Assurance, or even if it were not insured at all, and under the present law the Royal is the only Company contributing anything towards the cost or maintenance of the Engine. I am mentioning the question to them. You wrote on the same subject in 1898, despatch No 870-10. I feel compelled to point out that if our property were insured at the rates quoted by the London Assurance Company we should save over £70 per annum in premiums, at present paid to the Royal.

4. Par.8. I will endeavour to get the Sofala's accounts home by this mail, but it is very doubtful. As usual, towards the end of the work, there are small odds and ends, and the completion of the repairs is delayed by the discharging of the coal.

5. Par.10. I am glad to learn that you have put the screw on the P.S.N. and that you have threatened them with a N.Z. steamer - at the same time I ought to point out that if you do negotiate for a N.Z. vessel it must not be forgotten that a steamer drawing more than 24 feet of water could not go alongside the Great Britain. The Waiwera, I think, was drawing about 27 feet. Would it not be as well for us to send you a list of N.Z. produce that might be shipped in case a steamer calls from there?

6. Par.11. You will have learned that the disbursements on account of the Emilie came to over \$450 - your cable arrived too late to act upon, and I trust there will have been

no difficulty in transferring the draft on the Owner for the balance to Messrs Hambro.

7. Par.13. I had already written to Mr Henry Waldron as to his account, and have received a reply from him dated December 3rd in which he says "If my 1905 produce does not realise sufficient to meet this year's account, I will balance it by cheque."

8. Par.14. I reported in my letter by last mail that the Manager at Valparaiso had undertaken to send a cargo steamer early in January. I had already communicated to him the dates of the sales in London. The cargo by the homeward bound steamer due here on February 1st would, if dealt with promptly, arrive in London in sufficient time for the March sales; I hope there will be no hitch about this, as I shall be able to ship by her some of our own wool, Mr Blake's, Mr Packe's, and Mrs Bonner's.

9. Par.15. There has not been any amendment of the Ordinance No 1 of 1875 which deals with preferable liens or mortgages on stock, and the Governor has promised to go into the matter and extend the time for registration. He cannot, however, deal with it in time for this mail.

10. Par.16. I find that our office copies of all Island leases were sent to you in 1898 in despatch No.92, replying to which you stated in 869-11 that you had kept copies of the same. I enclose, however, fresh copies of the leases of Bleaker Island, and Great Island and Ruggles Island. The lease of the former was the subject of correspondence in 1898, and the Board's decision was conveyed in despatch No 870-9, as follows:- "they (the Board) regret that they cannot give him (Mr Fell) the answer he asks for in the name of himself and his sons, as they do not consider themselves justified in alienating the Island, which it may be convenient to occupy ourselves sooner or later; at the same time I do not think that when the time arrives they will wish to turn the old man out, if he still wishes to live on ~~Bleaker~~ Bleaker." This decision was, I know,

communicated to Mr Fell, and since that time the subject has not arisen. No mention was made throughout the correspondence of any increase of rent, and on re-reading it now the intention seemed to have been to leave the question alone during Mr Fell's lifetime. He must now be of very advanced age. The lease of Great and Ruggles Island expires on 1st July 1906; Mr David Smith has, I understand, decided to settle in England and you will no doubt communicate with him direct when the time arrives for discussing the question of a further lease or not. I cannot find any copy of any lease of Swan Island, but have a note to the effect that it was leased to Mr Smith as from 1st April 1890 "at \$15 per annum subject to short notice". We have searched the despatches and local letter books, but can find no mention whatever of any arrangement. Possibly you will obtain a copy of any deed from Mr Smith.

11. We had a meeting of the Legislative Council to pass the Municipal Ordinance, copy of which I am sending you. Some days before the Meeting the Governor asked me to call on him to talk it over - he said the Ordinance had been under discussion for two years with the Colonial Office, who had pressed him before leaving England to get it passed through. They were very anxious for it to come into force, and he thought there was nothing very controversial. I could hardly agree as to this, both on the question of the constitution of the Council, and the items of revenue handed over by the Government. We had a fairly long discussion - the Unofficial Members pointed out that the Government retain the power in their own hands as the Chairman and three members are nominated and three elected, the Chairman having an ordinary vote and a casting vote on an equality. We pointed out that the funds handed over from revenue would be quite inadequate; these amount to \$285, to which would be added the present tenement tax which at 9d in the pound realises \$195. I said that the work could not be done under \$800, that if the tax were raised to 1/3, which ought to be enough, the Council would have only \$600, and

5.

I moved that \$200 more should be contributed from General Revenue. The Governor would not agree to more than \$100, but will refer it to the Secretary of State. Under Section 41, the Council has the power to levy a rate up to 4/- in the pound (the rate at present is 9d). I moved a reduction to 2/6, which I am glad to say was accepted. My contention all through was that as the Government had retained control of the Council, ^{ute} they should contrib- enough from Revenue to run the business without unduly raising the rate, and they certainly ought not to be empowered to raise the rate to such a high figure as 4/- in the pound. I do not think it very probable that the Ordinance will come into operation - you will see that the Council can only be created upon the application of a majority of householders - originally this was a bare majority, but on Mr Felton's motion which was accepted, it is now a majority of three fifths. I shall certainly not advise householders to petition, and if there is any prospect of the Council being formed, propose to tell our tenants that if the rate is raised beyond the present figure, they will have to pay it themselves. The Governor is looking after the roads and repairing them in an intelligent manner, and so long as this is done there is no necessity to create another spending body; under a Governor like Grey-Wilson, the Council would be utilised for shifting responsibility off his own shoulders and for raising further taxation.

12. I promised the Governor to write you on the subject of the pilot service here. Some time ago, licenses were granted to Rowlands and Ennenga, but on the passing of Ordinance No 6 of 1902, were withdrawn. They would not apply again, as they saw no reason (rightly, I think) for paying fees for examination; since Wilmer's death, Captain Thomas has acted as pilot, and the Governor passed short ordinance to grant Rowlands and Ennenga licenses without examination. He would prefer licensed pilots to a special Government man, but sufficient suitable candidates have not come forward. I mentioned

6.

Rateliff, but the Governor will not give him a license as he has heard that he drinks. As to Captain Thomas, I have not altogether liked the idea of his being a pilot, as it is his duty to get towage. In talking it over with the Governor I found that the point had struck him, and his desire to express his idea without giving any offence was rather amusing. I said I quite understood the position; Captain Thomas must be first the servant of the Company, and as such his duty was to make money out of the tug, whereas as Government pilot his duty was to pilot the ship in under her own sail if possible. He then mentioned Rowlands: having been on the Fortuna he had seen that his health was very shaky, and he asked if I thought he would last on the Fortuna. I replied that I knew that he could hardly go on for more than a year, in fact it was very doubtful if he could carry on through the winter. The Governor said he had thought the same, and if he were retiring from the schooner, would be willing to recommend him as Government Pilot at about £36 per month; he assumed that, even if we gave Rowlands any pension, we should not debar him from accepting any other employment. I said that according to our rules, Rowlands was not eligible, but having been such an excellent servant the Board might grant some small allowance, and if so this would not debar him from being pilot. He is therefore writing to the Colonial Office about it to ascertain if they would raise any objection on the score of Rowland's age (69), and I undertook to write to you in the meantime on the point. I do not think he will be able to carry on during the winter, but he might do another summer in the schooner; if, however, there is any prospect of his getting the light job of pilot for his old age, we ought not, I think, to stand in his way, as he has been such an excellent servant. The point, so far as we are concerned, is his successor - Osborne is the only man here with sufficient push and knowledge of the coast, to take the Fortuna. ^{he} Bennenga is hardly the man for the Lafonia, as has not sufficient push, but he is fairly careful, and knows the coast well.

7.

The present Mate of the *Fortuna*, Axel Patterson, is a good man and might do for the *Hornet*, but I do not quite like the prospect. In any case we have to face the fact that Rowlands is falling rapidly and we must make up our minds as to his successor, and the command of the *Lafonia*. The Mate who came out in her, Jones, is a hopeless case - he has been drunk for a fortnight, and I hope to ship him away in the next P.S.N. steamer.

13. Mrs Hansen has written me as follows:- "Some time ago I wrote to you concerning the purchase of a cutter that Mr Hannah at Port Stephens is building. My son, Jason, has been down to see if she is suitable for our work. She is a splendidly built boat, coppered, and copper fastened, in size about like the *Shamrock*. A cutter size of *Aluna* is of no use now that we cannot get a schooner to go to the Jasons, we want something to go to and from to carry our produce. This is the third season we have not been able to get out to the Jasons to shear our sheep. Half of the 75 sealskins are still on the *Elephant Jason*, owing to the unseaworthiness of our cutter. If we cannot get a craft suitable we are in a fix. At the present time I have no debt - honestly I can say I owe no man one farthing. My worldly goods must be security enough for the loan of \$400 - four hundred pounds, that will be the price of above boat when finished. Will the Directors of the Falkland Islands Company advance that sum to me? I am willing to pay 6% and borrow the money for two years. Please if you have to send to London will you request an answer by telegram - I must give an answer to Mr Hannah by end of January. If you think my property will not be accepted as security and that I cannot have the money, will you without fail write definitely next mail?" She certainly is working under a very great disadvantage, as the *Aluna* is so unseaworthy that the men will not go to sea in her. I have replied that I would refer her application to the Directors, saying that if they granted the advance they would no doubt stipulate that the cutter be insured.

8.

As she is anxious to know the decision without delay, I would ask you to cable me either of the following words:-

TUFFAMENTO. Advances to Mrs Hansen granted.

TUFFANDO. do. do. refused.

14. The Lafonia arrived on December 14th after a passage of 88 days. Captain Portay attributes the long passage to light winds and the fact that too much dead weight was stowed ~~was~~ a too low down. From the River Plate, she had head winds and sea the whole time, but according to his account behaved extremely well. The cargo turned out quite correct and in good order. She is without doubt an excellent purchase; the hold could not be better, and her accommodation aft is as good as the Fortuna's. I can quite understand that a lot of work had to be done on her, but there is yet more to be done at this end, and in making the following remarks please do not think I am criticising adversely or too closely - I simply report what I think we shall have to do.

BALLAST. Another 10 or 15 tons will have to be added probably, and unfortunately we have no pig iron. Before leaving Stanley, the water tanks were filled, and she had some 10 tons of cargo on board - still, with a very light air indeed, she went away showing 6 inches of copper.

SAILS. Will really require repairing, except the jibs.

ROPE. Appears to be very good, though somewhat hard; an excellent article for a rather warmer climate, but we will use it in the summer weather here so as to soften it.

BOATS. Are too short to make into a raft for cargo. Even if good boats as mentioned by us do cost £35 each, it pays us to have them for in most ports we have to raft off the wool. With a pair of good suitable boats, 14 bales at a time can be rafted off with a strong wind. I doubt if Osborne will get off more than 10 at a time with these; we are removing the tanks from that fitted as a lifeboat. We shall have to make a pair of davits for the dinghy, those referred to by McLaughlin having been utilised.

CARGO WINCH. Is not such a good pattern as the Fortuna's which can be thrown out of gear more easily, - a foot broake is also better than one worked by hand.

HATCH. I am very sorry that you did not make this 1 foot wider, as if so we could discharge two bales in a sling as the Fortuna; the last time we discharged her, 100 bales an hour were whipped out. The Lafonia's hatch is too small even to take the new Gosses Green Digester, and we have to fit a wooden batten round as the sharp edges cut the rope fall through in one day.

WINDLASS. I much fear we may have to ask you to send out a new one, as each time we have lifted the anchor I have had to send off extra men to assist. Osborne will be able to tell me more about it on his return to Stanley. The chain and housepipe indicate that she has not been at anchor much, probably tied up to a buoy or alongside in some dock. I do not like the fact that you cannot drop the anchor quickly, it often happens that one must let go in a hurry to save the situation.

CHRONOMETER. Will be taken back by Captain Fortay - I think this will be safe as he will have a cheque on you to be cashed.

CREW. I think these must be the scum of Liverpool - after the cargo was discharged, they all got as drunk as they could and with one exception kept it up for over a week. We could do nothing with them at all, and I have had to press four men from the jetty gang to get the schooner away. The Mate is if anything the worst of the lot, and in my cable reporting her arrival (Lafonia Decepar Achtzigste Jones Jamieson) I added words asking you to stop allotments. They accepted the offer to go on to Colonial Articles, and 2 only have gone away in the schooner. We are having a difficulty with the Shipping Master as to the disposal of the remainder - he says he cannot take them off the articles unless we agree to get them work or send them out of the Colony. I hope to get some to work passages home in the P.S.N. steamers. Captain Fortay told me that

10.

he feared he would have had to put back as the rudder worked so stiff - it improved somewhat, but still seems to be tight on the top of the trunk. We have credited her account with a level sum of \$150 for freight.

15. I received by last mail a letter from Commodore Finnis informing me that the South Atlantic Squadron has been abolished. He says that he received telegraphic orders for the whole of the ships to go home and pay off, and that up to the moment of writing from Portsmouth he had not been to the Admiralty, so could give me no idea of what they intended doing.

He adds that he had made all arrangements for the Brilliant to be here by December 10th and remain until the end of January, by which time he would have been here with the St. George, and could then have settled up our account for landing and delivering coal. I do not really know what to say about this business, as I have been relying all along upon his coming here to square the whole thing up. To add to the difficulty, the Sofala's cargo is to be discharged here, and I assume that we shall have to land the whole 3000 tons and not keep any afloat in our hulks. The Admiralty have sent out orders that the plant at the Naval Depot, which was to have gone to Ascension, in one of H.M. Ships, is now to be sent home by steamer to the Devonport Dockyard, so they apparently do not contemplate sending any ship to Stanley. I referred in my last despatch to the contract of March 1903 for loading and delivering coal - the price pays us well enough if coal is discharged from the ship direct into the lighters and landed forthwith, but if as in this case we have to put part in hulks and have to lighter it from them to the Naval shed a large amount is swallowed up in labour. One point in reference to the contract should not be lost sight of - when it was entered into the Admiralty contemplated a complete dredging of the Camber. This has never been carried out - there is a passage round the wall, but even so not deep enough to float the Nimrod when fully loaded. See Commodore's letter of September 30th 1903.

11.

As I explained, I could not enter into any contract with Herring, and at the same time I felt that we could not sit down and do nothing, so decided to carry on with the work so that the Admiralty do not have to pay a lot of demurrage, relying upon the visit of the Commodore to put everything straight. I assume that the Admiralty will be willing to recognise the fact that we have come forward in the emergency. The price originally contracted for for landing was 6/6, was raised to ^{had} 7/6. In consideration of our having to deal with 2000 tons instead of 1000. Now we have to deal with over 3000 tons; there remained in our hulks afloat about 100 tons, and we have not the advantage of a perfectly clear shed. The work of getting coal afloat again and placing alongside any of H.M. ships that might call here will entail very heavy labour, and I feel convinced that the price I agreed to under contract of March 1903 (3/-) would not pay us. The arrangement of the tram rails at the depot is bad, and to fill the Admiralty "tipping trucks" the coal has to be shovelled up to the height of a man's head. If, therefore, the Admiralty ask us to contract to deliver the coal, I think we should stipulate that that they should send out at least 3000 coal bags - these should be filled by the men from H.M. ships when coal is required, and we could then lighter off at 10/- per ton. By so doing, they will save a tremendous wastage of coal - to lighter the coal off in bulk it would have to be put into tipping trucks, shot down a shoot 15 to 20 feet long into a lighter, and shovelled up again. By this time, it would be all dust and almost 10% would be blown away.

12. The Secretary of State has declined to make any alteration in the Seal Tax, so we may conclude that the vessels will be driven to Punta Arenas to ship their catches.

13. In closing up the accounts for 1904, we shall of course have to credit Farm account with the estimated value of the Tallow - in case you have not already sent any figure would

12.

you let me know, by cable word if necessary, what the value is estimated at.

13. I am now able to send you the following plans of the Benson's boiler, -

1. Plan of the front of the boiler, shewing positions of all valves described.
2. Plan shewing side view.
3. Drawing of Valves, giving exact dimensions.
4. List of Valves or mountings, which would have to be supplied new.

You will have received from Mr Morton a copy of the tender for docking etc. at Monte Video. I am not able to say any more by this mail, as I have been confined to the house for the last two days, and the steamer is leaving one day in advance of the advertised date.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATIONS. (Originals per Victoria, 7th December 1904.)

Despatch No 238
 Store Indents No 342
 Remarks on Stores and Replies to Remarks
 Let of Exchange No 2384 on C.J. Hambro & Son for \$300
 " " 2385 " S. Abrahamson 146.15. 0
 Copy of Mr Hallie's accounts
 Posting Insurance for November
 Mr Allen's report of December 1st
 Replies to Remarks on Accounts
 Statements on Accounts
 Letter to F.E. Goto Esq.,
 Specification and Bill of Lading per Victoria.

ORIGINALS.

Copy of Stanley Cash Book for November
 " " Journal
 Cash Vouchers East and West Store.
 Store Indents No 343
 Remarks on Stores and Replies to Remarks
 Let of Exchange No 2386 on Bank of Marapaca & Argentina Ltd for \$1400
 Let of Exchange 2388 " U.S. Treasury \$ 500
 " " 2389 " " Sec. of State 75
 " " 2390 " " " 166.58
 Mr T. Stickney's cheque on Lon City and Midland Bank Ltd for \$42.
 Mr Allen's report of December 27th and enclosures.
 Shipping Report.
 Insurance on produce Return No 51
 Copy of Municipal Councils Bill
 Memorandum re ditto.
 Copies of Letters (S. Pull and D. Smith)
 Particulars re Hansen's Boiler.
 Letters to F.E. Goto Esq.
 Specifications.

	Wool.	Skins.	Hides.
D.M.	300	1	
(Camp)	8		
F.B.	310		
M.A.	320	19	
(Camp)	4		
	5		
	32		
	34		
F.			
D.V.	4		
G.I.	7		
H.E.			
	4		38
F.B.			

Remarks on Accounts
 Statement on accounts
 Copy of letter to E. Pinto Basto & Co.

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LIMITED.

MAGELLAN.

9th January

05.

Sir,

1. I wrote last per Orissa, which left on the 3rd instant.

2. The Governor has promised to amend Ordinance No. 1 of 1875, so as to allow three months for the registration of any deed - I have no doubt he will get this through before the next homeward mail.

3. This steamer was sent earlier than I had expected, and in order to make up a good number of our own bales I sent the Lafonia on a flying trip to North Arm. She left on the 4th, arrived at North Arm on the evening of the 5th, left there on the 7th with very light winds, and got back to Stanley on the 8th with 140 bales. Osborne says that with the water tanks out of her she might stow 150 to 160 bales of our own, but no more. I fear we must ask you to let her have a new windlass something like that purchased for the Helen; or better still like the Fortuna's. Osborne says he can neither heave up nor let go the anchor decently quickly, for to let go the chain must be taken quite clear of the windlass - if, as does happen at times, he wanted to let go in narrow waters to bring the vessel up at once, it cannot be done, and at a critical moment this question of three or four minutes might mean saving the vessel. To heave up in a breeze of wind wants four more hands really, and even to-day heaving up to go alongside, the chain fouled and had to be let go - had there been any hulk or lighter near, she would have collided, and I therefore trust you will spare us this anxiety by sending out a new good windlass. That supplied by Camper & Nicholson for the Fortuna is undoubtedly

F.M. COBB Esq.,

Managing Director,

London.

2.

the best we could have: this works with crank handles and has a brake on each side which is most useful. The winlasses bought for the Seien did not have a brake, which was a disadvantage. The size of the Lafonia's cable is $7/8$ ins. thick, breadth of link 3 ins., length of link 5 ins., distance between hause pipes is 1 ft. 4 ins., but no doubt if you would get a suitable winlass pulley so narrow. There are, however, two bollards on deck 3 ft. 5 ins. apart, round which the cable could be led to the winlasses. We do not know at present the name of the maker of the Fortuna's, but you could no doubt obtain the information from Messrs. Nicholson. The runner is rather tight, but nothing to cause it to jam - the steering gear has a bad lead, but by keeping it well oiled, does not work so badly. This can be improved here by a couple of swivel blocks from any miller.

3. The following information, which I received by the Lafonia from Vossli, may be of interest:-

Sheep shorn up to 31st January 1905	36922
" " " " 1904	42865

The shortage this year being due to sickness amongst the men, sixteen of whom were down with colic at the same time.

1905, gross weight of wool for 36922 sheep	Tons 129.14.	3.20
1904 " " " 42865 " "	127.14.	3.7

The average per sheep works out therefore on these weights at 7.46 lbs for 1905 and 7.55 for 1904, a slight increase in favour of this year.

4. I send you copies of my letters to the P.S.N.C., Liverpool and Valparaiso, from which you will see that no space was reserved in the Magellan for the Tallow left behind by the Victoria. By the outward mail of December 21st, I asked the Agents at Punta Arenas to cable to Valparaiso that we should have 1200 boxes wool and 200 casks Tallow, but apparently Tallow was not mentioned in his cable, and the result is that it is again left behind. I wrote by the same mail a note to the Captain of the Orissa, telling him what produce was ready; on

3.

his arrival he informed us that he had room for some 1000 tons of cargo, but his orders were not to touch any as the Magellan would take all to London. He said the Company no doubt wished to save coasting freight from Liverpool to London. The Orissa arrived at 7.30 a.m. on the morning before her due date, and remained here until 4.30 p.m. - she could easily have loaded up 400 bales, and the Magellan would then have taken the Tallow. I am sincerely glad that you have written strongly to the P.S. & L., Liverpool, suggesting the possibility of our getting a New Zealand steamer another year - this continual writing and sailing to Valparaiso apparently without effect is unpleasant, to say the least of it, and it is hoped that some means will be found to get the Company to ship our cargo with more regularity in future.

I have called you MAGELLAN SPAGLIARE RUMUNTO.

I am,

Sir,

Your obedient servant,

ENCLOSURES.-DUPLICATES.- (Originals per Orissa, January 3rd. 1905)

Despatch No. 269

Copy of Stanley Cash Book for November

" " Journal " "

Store Indents No. 343

Remarks on Stores and Replies to Remarks

Bnd of Exchange No 2366 on Bank of Tarapaca & Argentina Ltd - \$1400.

Insurance on Produce Return No. 51

Mr Allan's report of December 27th

Particulars re Benson's boiler.

Remarks on accounts.

Statement on Accounts.

DUPLICATES.- (Originals via Monte Video.)

Despatch No. 269

Store Indent No 343 (extra)

Counting Insurance for December

Insurance on Produce Return No. 53

Remark on Accounts.

Statement on Accounts

Specification and Bill of Lading per Magellan.

Copy of Letter to P.S.S.C, Liverpool.

" " " Valparaiso.

ENCLOSURES.ORIGINALS.--

Store Indents No 343 (extra)

Boasting Insurances for December.

Insurance on Produce Return No 52

Balance on Accounts

Statement on Accounts

Copy of letter to P.S.N.C., Liverpool.

" " Valparaiso.

Copy of letter from P.S.N.C., Liverpool.

Specification of S.M.D.46 bales Wool.

831

LIMITED.

CHOPESA.

January 31st

05.

Sir,

I wrote you last per Magellan on the 9th instant, and received on the 19th instant per Cravia your despatch No. 988.

2. 988-2. I note what you write as to agreement amongst the Farmers with reference to disposal of surplus stock, and will endeavour to impress upon them the desirability of some joint action. We have had two consecutive good seasons now, and should this continue flocks ought to increase well.

3. 988-3. I am glad to have your remarks on the questions of quarantine and the proposed Farmers' Association; during the coming Winter we hope to proceed with the latter.

4. 988-4. I have not yet learned what arrangements Mr Anson proposes for the shipment of his produce. I heard, but cannot now recall from what source, that he was negotiating with Messrs Brand & Blanchard, but they had stipulated that all produce should be in readiness and sufficient help available to load the steamer during one tide, and that if this were not accomplished extra freight would be chargeable. Mr Miller, writing on January 10th, mentioned that up to that date Anson had shorn only 3000-4000 and that he (Miller) after having finished his work was sending Anson 12 men to help @ 12/- per 100 sheep.

5. 988-5. I am glad to report that we have received a letter from the Colonial Secretary stating that the Government have purchased for £320 the piece of land to the south of the cathedral as a site for the new school building.

6. 988-6. We are debiting you now with the sum of £543.87 in account of the value of insured cargo lost in the Fair ^{Rosa}mond

F. B. Cook Esq.,

Managing Director,
London.

2.

You will see that the net loss on Mr Anson's ~~good~~ private goods amounted to £ 16.14. 6 only, as the cask of Whisky was recovered and sold.

7. Par.10. In estimating the working expenses per day of the Fair Rosamond, allowance was made for insurance and all expenses. £2.13. 6 is an outside figure for the daily cost.

8. Par.11. I will bear in mind the question of the purchase of the 1120 acres of land at Hillside; for the present the Governor is occupied with all sorts of questions.

9. Par.13. My reason for asking for a statement of the shipping weights and measurements of the Tallow is that the P.S.M.C., Valparaiso, asked for averages of Wool, Skins and Tallow. It is most difficult to say what is the average weight and measurement of a cask of Tallow, and I thought that on a large shipment we might strike an average. I think I have sent you copies of most of my letters to them, and you will find the question referred to there.

10. Par.15. It was really impossible to give an estimate of the repairs to the ~~Emilie~~ until we knew we could unship the rudder without a diver or without "tipping" the vessel. Whenever we possibly can, we do not fail to give an estimate.

11. Par.17. I am glad to learn that there is a possibility of getting something from the Underwriters for the value of the lost ballast, for whatever you recover will be credited to her account. She was in trouble again on January 11th on the west Tussac Island in Port William, and it is perfectly certain that but for the help afforded by the Plym she would have gone to pieces there. The Chance left Stanley for Salvador about 6 p.m. on the 10th, and anchored in Port William as the wind died completely away. During the night, the wind came from the North, and she dragged broadside on to the Tussac Island. The Lafonia left here with a good Northerly breeze bound for North Arm about 8.30 on the 11th instant, and found the Chance on the North side of the Tussac Island, flying signal of distress; Osborne hailed her and was asked by the Master to anchor to

3.

windward, and assist to haul the vessel off the rocks. Osborne, knowing that we had steam in the Plym and not wishing to anchor in bad holding ground off a lee shore, signalled to the Light-house that the Chance was in distress, and turned back for Stanley himself. A message was sent at once from the Light-house by telephone, and I despatched Captain Thomas in the Plym immediately. In Port William they met the LaFinia beating back, so she proceeded on her voyage. Captain Thomas could not get alongside the Chance for help and strong tide, so procured a boat and three men from the "Johanna", which fortunately was anchored off Charles Point. A line was then passed to the Chance, and after one breakage she was eventually towed off and back to Stanley. Within less than an hour of getting her off, the wind increased to half a gale from the North, and but for the immediate assistance rendered she must have been smashed up. I will send the Master's protest next mail together with a statement from Captain Thomas, in the hope that something may be recovered in the way of salvage. Can we not recover salvage under our Coasting Policy, as Mr Felton had \$50 goods on board which were insured?

12. Apr. 18. I return herewith, with thanks from Mr Felton, the dock measurements of his wool. I had gone into the question of the measurements of our bales, as I did not understand why those from North Arm should measure 2 feet more than Darwin and Walker Creek. I found that last year the average measurement and nett weight of wool in the bales of the three sections were as follows:-

Darwin Harbour	694 lbs.	27'. 2"
Walker Creek	685 "	27'. 3"
North Arm	692 "	29'. 4"

The North Arm bales do not seem to be quite square, and of course a couple of inches either way would make a good deal of difference in the cubic content. Possibly the wool is not properly packed in the box before pressing, and this may account for the difference in the measurement of Mr Felton's

4.

sales. I have called Mr Allan's attention to the matter.

13. Par. 22. Mr George Bonner undoubtedly knew that the charge for boiling down was to be increased to 2/-, and in 1904 rather than pay 2/- he sold his sheep to us outright. Mr Allan, by the way, reports that we have done very well out of the deal. He says that not quite 10% died during the winter, so that we have the wool from 2050, a little over 5 lbs each, and later on the Tallow and the skins. If the charge for boiling down had been incorrect, I assume that Mr G. Bonner would not have certified the account, and it seems to me that either his certificate is of not much value, or Mr Robertson should address his queries to him. The crediting of £6. 6. 8 for interest, as to which you told Mr Robertson that we had neglected instructions, was purposely held over until the question of interest on the boiling down charges, 1901 and 1902, had been settled. This is now credited in the 1904 account. I regret I omitted when sending forward the bale of dried skins to call your attention to it. These were all baled up together and sent home per Oruba in Bale No. 11, containing 107 skins, all of which were sold, I find, in December. I enclose a statement to this effect, and hope that this, with Captain Cooper's certificate already forwarded, will enable you to recover the cost. Mr Bonner's bale contained only 90 skins, and I do not know how the other three can be accounted for. The number of skins, however, does not usually turn out according to specification; for instance, the 15 bales per Oruba turned out at home as 974, whereas our specification gave the number as 972.

14. Par. 24. The Laetonia's new stem plate arrived by the Oruba, and will be fitted as soon as possible.

15. Whilst at Darwin, the Governor mentioned to Mr Allan the question of a telephone, and I have since had an opportunity of talking the matter over with him (the Governor). He has had considerable experience of work of this nature in Fiji and would much like to see some system of telephonic communication

3.

in these Islands started; if a telephone wire were run to Darwin, he thinks it would be feasible hereafter, subject to the approval of the Secretary of State, to lay a cable across the sound to the West Falklands, the money to be taken from Land Sales Fund. I said that the Company some years ago had contemplated running a wire to Darwin, but at that time the cost would have been very heavy, and the idea had been abandoned - It was true that we had conjointly with the Government connected Stanley with the Lighthouse by telephone, but if a line to Darwin were erected I thought the Company would prefer to do it themselves, as it must be a sine qua non that the ends of the wire should be at this office and Mr Allan's. The Governor said that this was the point he wished particularly to discuss as he had no doubt that other stations would like to take advantage of the wire, and he wished that some provision should be made by which the public could send messages at reasonable rates. He would, under such circumstances, be willing to recommend that if the Company laid the material out on the ground the Government should contribute one third of the cost of material and erection. I mentioned that this might, at some future time, if communication were extended to the West, entail a public call office, and even if our messages did go free, in consideration of our having contributed the greater part of the cost, we should lose the convenience of having the communication between our two offices, and added that there should be a stipulation in any agreement that, if we so desired, we should have the right to run a private wire along the posts from Stanley to Darwin. To this the Governor agreed, although he thought, judging from his experience elsewhere, that a single wire would be more than sufficient for all the messages likely to travel over it, and that a small telephone room attached to my office and another outside Mr Allan's office would interfere but little with our communications and would sufficiently meet the requirements of the public, and I undertook to ascertain the views of the Directors on the question.

5.

15. I observe that you have sent us Bricks and Matches by Spearing & Waldron's vessel "Ans". I understand that House Coal has been shipped in her for C. Williams - they had promised to bring out coal for Mr Buckworth, but he writes me that they backed out of it. As Spearing & Waldron will evidently continue to send a sailing vessel for Port Howard and Cameron, it seems to me that it would be as well for us to take up the spare space outward, as to let Williams or other outsiders have it.

17. The British Barque "Johanna", Captain McIvor, 144 days out from Hobo to New York with general cargo, put in here on the 10th instant short of provisions. These were supplied next day and the vessel sailed that evening. I enclose the mate's draft on the Owners for £ 73.10. 7, and a small supplementary account for £1.10. 6.

18. The Governor is taking up the Goose question, and we have had several conferences - he had drafted an elaborate Ordinance, in which he had included provisions copied from many of the Australian Ordinances, giving very large powers to Inspectors. These were to be allowed to specify the number of geese to be destroyed in any particular locality, and the owners or stations were to be compelled to carry out ^{his} ~~these~~ instructions. It seemed to us that this would open the door to a good deal of abuse, and we should only be making a rod for our own backs. If we admit the principle that an Inspector can order destruction, it follows that he would also be able to stop destruction. I pointed out, moreover, that if such elaborate legislation were proposed to the Colonial Office, the draft Ordinance would probably travel backwards and forwards for a year or two, and we should lose much time. The Governor has now forwarded for approval a simple draft Ordinance, providing that payment for beaks, at the rate of 10/- per 100, shall be defrayed from the Stock Fund. The Medical Officer at Fox Bay and the Stock Inspector, will superintend the destruction of beaks at Fox Bay or Stanley; or, if the Inspector happens to

be at Durbin or Hill Cove the beaks can be destroyed in his presence there. He will then issue a certificate of destruction, and on production of this the Treasurer will pay. This will, of course, entail the collection of the Sheep Tax at the full rate: for the last two years only one fourth has been levied.

19. The Governor told me that he cannot possibly pass in time for this mail the proposed Ordinance extending the time for the registration of mortgages on stock and preferential liens- I enclose, however, the draft of the Ordinance, which will without question be passed before the next homeward mail.

200. Owing to all hands being engaged on the Sofala, our carpentering work had fallen so much in arrears that we have only just been able to tackle the Rosa Baker. On removing the keel, we find that the fastenings, which were originally $\frac{7}{8}$ " bolts have worn away to less than $\frac{1}{2}$ ", no doubt due to the action of the copper. This shows that the slightest touch on the bottom was quite sufficient to start the keel, and it is a good thing that we are now able to repair her. We shall have to renew the keel for about two thirds of its length, and hope to be able without much difficulty to make it tight. We will use the Fortuna's old metal for repairing the sheathing.

21. In 1903, the amount allowed by the Directors for the working expenses of Wendell Island, £1200, was exceeded by £54. Mr Williams wrote me that they were badly in want of stores and I therefore allowed the credit to be somewhat exceeded. For 1904, the expenses have been under the £1200, and Mr Williams asked that whatever balance remained might be withdrawn, as he has not drawn his own salary, as Manager. This balance amounted to £251. 8.10, and has been transferred to Deposit Account for Mr W.S. Williams. I presumed that in view of the improved state of the account, you would not wish me to deduct the £54 overdrawn in 1903.

22. We shall have only a very little Welsh Coal on hand now, and must have a small supply for the schooners - any other coal smothers the ship and sails with soot. Would you ask the

10. I have just received the Russian mail. Mr Allen says that he thinks the reason of the S.A. sales last year being so large is that the hoop iron measured from 102-105 inches instead of 98. I had forgotten this at the time - I think that the whole shipment of those long lengths went to North Am.

11. The discharge of the vessel's cargo is not yet completed. The vessel is keeping some 200-300 tons on board and is not ballast. Up to the present, we have not about 100 tons on board out of the 1000 that is required. It is really a heavy kind of work to lighten 1000 tons from Port William, especially at this time of the year when labour is scarce. Further we have been delayed by bad weather, and I think that the ship will not get away for another four weeks. We have made up the account for repairs, which amounts to £1000. 12. The vessel's master has exceeded the estimate but for the fact that the Captain has had more work done and other things done owing to his having to stay here and discharge cargo. As he was unwilling to wait, he thought it best to replace more sails, and has doubtless explained this to the Board. I suppose his draft for £1000 and £1000. 13. I, which are 2-30 days sight. You have not said anything in your despatches as to this, and in view of the heavy amount I have sent you lately to him. I mentioned that he would require a further credit for disbursements - according to the Charter Party the vessel had to pay £1000 at the port of discharge, and Captain said he was waiting upon this to pay for his port and other charges. The Naval Store Officer cannot, however, pay this amount, and he is calling to his Owners that a further credit beyond the £1000 is therefore required.

14. The Postmaster has made a regulation closing mails at 2 p.m. on Tuesday of the mail week, the steamers being advertised for Wednesdays. We therefore find it advisable to close the despatch for Monday, and close it early on Tuesday,

252.

OROPESA.

2nd February

05.

SIR,

The Oropesa arrived at 6 a.m. this morning having been delayed by bad weather at Sandy Point, and I have received your telegram "Cedon", which I assume should be "Tregon".

2. It is very satisfactory to be able to report that the Oropesa takes all the produce we have on hand including the 231 bales of fallow. It is fortunate that the steamer was late, for the Fortuna arrived only yesterday from Darwin and the LaFonia during the night from North Arm, otherwise I should have been lamentably short of the amount of cargo promised. By the LaFonia I sent a most urgent cable message that we should have 1200 bales to ship; we have really only 1180, as the Fortuna owing to contrary winds has not been able to get back with a load from Walker Creek. The Fortuna was to have called there to fill up, but Howlands, fearing that he would miss the mail, loaded the balance of sheepskins from Goose Green instead. We have therefore some 100 bales left at Walker Creek, and there will be another 100 from North Arm. I assume that the Oropesa's cargo will be home in time for the March sales, making a total of 1536 bales of our own wool, a record which I am sure will be regarded as very satisfactory.

3. Mr Allan reports that bale of Wool D.M. No 463 was rolled off the jetty into the water, and has to be dried and re-packed. This accident was due to the carelessness of the Darwin navvies, not the crew of the schooner. I have asked Mr Allan to send me a certificate, and will leave it to you to decide whether to make a claim on the Underwriters for the

F.B. Galt Secy.

Managing Director,

London.

2.

cost of drying and re-baling.

4. I enclose copies of letters from the Valparaiso Manager of the F.S.S.C., together with my reply. It is evident that your representations have been effective as they are taking all that we have on hand. Under the circumstances, I much regret that the Hornet was not back - I had counted also on about 50 from Pebble Island, and had written to Morris urging him to send the Richard Williams in with another load as quickly as possible. No doubt the southerly winds have prevented his getting in.

5. You will be glad to learn that Osborne reports that the Lafonia behaved very well indeed in a heavy gale from the S.W. On her way to Fox Bay during the night she was caught in this gale to the S.E. of the sea lions (you will note that Osborne stood well out from the land) - her new outer jib stay carried away, and she ran for North Arm. Osborne reports that it blew so hard that a man could scarcely stand on deck, and she ran her up under double reefed mainsail, single reefed fore-sail and inner jib, showing that she can carry a fair quantity of canvas in a gale of wind.

6. We think that a further \$1000 will cover the requirements with ~~excess~~ ~~the~~ of the Sofala, and I have cabled you accordingly. The excess on the cost of repairs is \$335, the cost of the ballast will be \$400, leaving another \$200 for provisions, water and cash disbursements.

7. I have cabled to you "Mastara Cropeza Stahldicht Ros-sella Sofala Croendure Massericht." I assumed that you would be glad to know by cable that the balance of the Tallow had been shipped.

I am,

Sir,

Your obedient servant,

ENCLOSURES-

Former Incent No 344 (Supplementary)

Copy Bank Return, December 31st

Copy of Speedwell Island Account Current.

Supplementary Statement on Accounts

Copy of Correspondence with P.S.N.C., Valparaiso.

Copy of P.S.N.C. account.

Specification of 25 Sealers Skins

Specification & Bills of Lading per Gross.

144

SIR,

March 1st.

25.

Sir,

I wrote last per Tropesa, which left on the 3rd February, and have received per Victoria your despatch No. 989, and letter of January 20th.

2. 989-2. I am glad to learn that the Board approve my continuing to do Messrs Dean & Anson's financial work; Mr Anson has informed me that he will come to Stanley about the end of March, but this is somewhat doubtful in view of the state of the work on the station. Mr Miller writing on February 18th said that 13 Hill Cove men had been at the Chartres for a fortnight to shear sheep there at 12/- per 100, and during that time had had only 3 whole days shearing. For the last four weeks we have had rain practically every day, and the weather generally for the time of the year has been worse than we have had for some years.

3. Par. 4. Mr Sirling desires me to convey to the Directors his thanks for the grant of six months leave on the terms mentioned. He will leave by the mail of March 29th.

4. Par. 5 & 10. The P.S.N.C. have never suggested that Tallow should be shipped by measurement, and you will have seen from my correspondence with the Valparaiso Manager that they wished to be supplied with average weights and measurements of all produce. Naturally, in reserving room on the steamers they wish to be able to gauge the cubic capacity required. The return sent will be of great assistance to us. Mr Cameron purchased a number of dip and paraffin casks for his tallow last year - he could not purchase enough beer or spirit barrels, and had to put the tallow into whatever casks he could get hold of.

F.E. Cobb Esq.,

Managing Director.

London.

B.

5. Par.5. Certainly we should save considerably by having out a small sailing vessel with 800-900 tons of House Coal, and loading her with Tallow home. Mr Allan's consumption of coal at Darwin is just 150 tons per annum, and I should leave about 200 tons on board for discharge at Darwin. This would serve as ballast from Stanley, and would give Mr Allan two years supply, saving handling and schooner freight. As to Tallow home, I can only say now that Mr Allan expects to hold down about 25,000 sheep, which would yield 150 tons of Tallow nett, representing, with casks, 175 tons freight. We expect, however, that the nett yield per sheep will show an improvement on last year, and we ought to get 200 tons; I have asked Mr Allan if he considers we shall have a better outturn, and will communicate his ^{to let me know} requirements received. I have also asked all clients what tallow they expect to have and the date on which it will be ready, but cannot of course receive replies in time for this mail. I have further asked Mr Mathers and Mr Cameron if they will ship their Tallow by our sailing vessel if we have one, and have offered them a through rate from the station to London of 48/- in full per ton weight, which is a saving of 7/6 per ton by steam. I shall have replies in time to cable you via Monte Video on March 29th, and will begin my telegram on that occasion with a word (Code Book, page 1182 "Numbers, quantities etc. Nominal") which will represent so many tons weight, followed by a word indicating when all outside Tallow could be got to Stanley to complete the loading. I think you are rather optimistic in expecting to have the Tallow home by the end of October; the vessel could hardly leave the Tyne before the end of April, and might be ready to leave for Goose Green at the end of July. Assuming that she had good luck all through, she would hardly be back in Stanley and loaded before the end of August, and might be home some time in November.

6. Par.6. In writing about the Great Britain, I should have said winch, not Windlass. I alluded to the steam winch which

has been in use for hoisting wool etc. out of the schooners for many years. Noble reported in 1900 that the cylinders and valves required attention; these, of course, have been overhauled since, but the winch is now really worn out, and repairs would cost more than a new article. The valve chests are almost rusted through - these, being cast iron, are usually lagged and protected from exposure, but ours never have been, and have now become so rusted that we cannot touch them. The cranes and connecting rods would also have to be entirely renewed, and on the whole it would no doubt be cheaper to purchase a new winch of standard size. We will send you particulars of size and details to enable the winch to be adjusted to work the vessel's main pumps. We could fit the messenger wheel at one end of the winch here.

7. Par. 8. The Sofala has now discharged all the coal, and I will get out as soon as possible our account against the Admiralty. As mentioned in a previous despatch, I have been relying all along upon a visit from Commodore Finnis, who wrote me that he had arranged to be here in January, and would then settle up everything. After having commenced the discharge of the cargo, we received the news that the station had been abolished. In any case, therefore, we should have lost the annual sale of 1000 tons of coal to them. I explained our position in my despatch 259-15, and shall receive your reply by the next mail.

8. Par. 11. Your correspondence with the P.S.N.C. evidently had a good effect, as the Gropesa cleared everything from the bulk. I shall no doubt hear from Valparaiso by this mail of the probable date of the arrival of the Inca for wool for the May sale. The letter from Punta Arenas must have been written by Stibbenrauch, as I can think of no other correspondent there.

9. Par. 12. The price realised by the Butchery sheepskins is very satisfactory; we are being badly troubled again by rats

in the Slaughter House.

10. Mr Allen writes that the xl cost of drying and re-rolling the S.A. bale of wool that was rolled into the water will be very small - it is therefore hardly worth making any claim.

11. I am glad to be able to report that the new keel has now been fitted to the Gossa Baker, which is afloat again, and making very little water. She is pretty badly strained by the heaving down - the deck is hogged and is burst up amidships. She is evidently strained at the butto, and will for some time make a little water; we think that when she has had a heavy weight in her she will settle together again. The heaving down has enabled us to make a good job of the keel, and to re-see the metalting in places; for this latter we have used the 11. copper taken off the Fortuna. I propose to keep the boat on this for similar jobs.

12. We are sending copies of all clients' accounts current for 1904, amongst which you will find that of J.L. Waldron Limited. Mr Matthews has, I believe, sent the original by this mail to the Secretary of the Company, who will as arranged pay you the account.

13. The Governor held a meeting of the Legislative Council and passed an Ordinance extending the time for registration of documents under Ordinance No. 1 of 1875 executed out of the Colony to three months. I enclose a copy of the Ordinance as passed.

14. 220-3. The cost of replacing the Samson's boiler in Monte Video does not seem to be more than we might expect, and the saving of time will be very considerable. Their prices for iron, however, are very high, and it would be in the cost of extra work that we should suffer; before she leaves here, we will try and find out what new material would be really required and send it up in her as ship's stores like the Fort. I quite follow Mr Barringer's recommendation that our Engineer's services should not be utilised on the boiler work - W.

5.

says himself that he has plenty of other jobs to do, and will also watch the boiler work very carefully. The drawings which we sent will enable the makers to mount the boiler at home, and this should reduce the expenses somewhat in Monte Video; if it only shortens the time, the dock expenses would be less. The Samson ought to start from here as soon as I receive your telegram that the new boiler has been shipped - she would then arrive in Monte Video before the boiler itself, and the work of removing the old one could be well under way before it arrives. We shall have to have an extra fireman for the journey up; our present staff consists of Atherton, Kelway, G.F. Atherton (fireman) and J. Evans, a local man whom Atherton has been training as fireman for the season on Great Britain. I must retain Kelway for running the ship, and we must therefore have another experienced fireman to make the Engineer's staff up to four. Atherton's brother would act as Second Engineer on the journey up, which will take 6 days at least, and the staff of four all told for the Engineer is the very least possible. I trust that you will cable Mr Morton when the boiler is shipped as I will instruct him to send an extra fireman down here as soon as he knows this. I have taken the liberty of deciding to run up to Monte Video myself by this mail returning by the next steamer. My wife takes my boy home by this mail, and as she is in a very indifferent state of health I am anxious to see her started on the journey, and to accompany her for the worst part of it. A short visit to Monte Video will enable me to see Mr Morton and the contractors about the work on the Samson, and to discuss details with them. I can also see Lloyd's surveyor, and arrange for him to survey the work as it proceeds, so that Lloyd's will retain her class. I may also be able to get Wilson's to lend me the services of one of their tug firemen just for the run up to Monte Video on no doubt favourable terms, and will also arrange with them for the coaling for the return journey. I also want to go into the question of Maize etc.

8.

as compared with Buenos Aires, and on the whole the time will be well spent. I am aware that it is unusual to absent myself from the Colony without leave, but feel that under the circumstances the Directors will not disapprove.

15. A new inventory of the furniture in the Manager's House at Stanley has been compiled and is enclosed herewith.

16. I have just received the Darwin Mail. Mr Allan writes that he does not think that we can reckon on more than one tonne more of tallow this year. He says that he will not collect tallow sheep from Darwin Harbour or North Arm, in fact the sheep from the latter place will be nearly all old ewes. Sheep stock will stand some good weather, and Mr Greenshields is packing from 2000-2500. Mr Allan hopes to kill a lot of small hinds. Total stock estimated totals the lot at say 25000. In this collection we cannot look for more than 170 tons freight from Cape Horn for the sailing vessel.

I am,

Yours,

Your obedient servant,

REMARKS: (Originals per Comptroller, 303 February 1961).

Downloaded At: 11:53 11 September 2009

101 of RECORDS BY APTI on Anglo American Oil Co., Ltd. 193-10. 7

3142 * South American Missionary Soc.
188. 7. 3

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TABLE 1
Cost of Return 19.5%

Working Expenses for January

Received 10 January 2013

Introduction and Skills of Selling over Dropship.

Page 1 Page 2 on London Joint stock Bank Ltd. 200 2005

Inventory of an Employee Return to 501(c)(3)

NOTES: 1. The above information was obtained from the records of the FBI, New York City Office, dated 10/10/68.

FILED Survey Report, SLD 7-000000

Exhibit 13 of a picture in Kennedy's house.

[illegible]

Order of Ordinance to Grand No. 1 of 1895

Sum of Import duties levied.

Sustainable Report

CLAIMANT ON ACCOUNT

RECEIVED BY ADDRESSEE

[illegible]

classification:

2. 2. 2.

100

101-2020

24

142

255

BRITA.

27th February

05.

Sir,

I enclose the accounts for 1904 which show a profit of £21,500. 4. 0, a welcome increase of £ 2,922.12. 3, as compared with 1903.

4. STOCK ACCOUNT - £24,287. 0. 1, an increase of £8611.9.6. We are sending you the usual abstract of this account which will enable the Board to compare the items with last year. Veges sold in Stanley chargeable to the Farm are £100 less; consumption stores are also £250 less, in spite of the fact that coal is now superseded by oil, costing £300 per annum, all of which falls upon this account. This shows that there has been considerable economy in consumption stores during the year, but we may expect to get off so cheaply in the future. Live stock purchased shows a large decrease - the details of this I send you roughly:-

Sheep for "Fairway"	£820
" " from Mr. Toomer	384
1 horse purchased	120

As already pointed out, we made a good profit on the second item on the list. The only other expenditure side calling for remark is the charge for schooner freight on local stores, £395 against £414 in 1903, a decrease of over £200. This is accounted for by the fact that we had only two schooners instead of three for the greater part of the year, and were therefore not able to send out stores as frequently as necessary, with the result that I was compelled eventually to charter the Chance.

5. STOCK ACCOUNT - £2,332.15.11, shows an unexpected increase of £336. 6. 0. This account has been helped considerably

F.R. Scott Esq.,

Managing Director,
London.

2.

on the "Vedette" at the latter end of the year, although ship
 was in 1904 has been less than in 1903. I must say I did not
 expect the account to show any increase of profit, as the sales
 during the year were \$5,000 less and the deliveries \$350 less.
 Of course, the store had a little profit on \$500 worth of goods
 going to one shipment having been lost in the Fair Hesperus.
 I know that care had been exercised in the stocktaking, and we
 have since ascertained the stockbooks closely. On the whole,
 the balance of stock is somewhat less, and we may be able
 to make a better deal. I think I have pointed out before
 that the stock of provisions and provisions is generally fairly
 high at the end of the year, as we usually send stores out to
 the station as far in the year. There is still plenty of
 provision and the so-called "benefits" of the Government
 stores are to be added to volunteers on payment
 of 5/- a week. The Governor has directed that the Colonial
 stores shall be sold at a discount of 10% of the cost. Our
 prices have been brought down as low as possible,
 and we really do not expect differences in the station prices
 to be great.

4. SHIP'S REPAIRS - \$211. 0. 0, above practically the
 same as last year. You will see from the Journal entries that
 we credited 1904 with \$200, for services of hulls and light-
 ers during the year. We shall have to do a certain
 amount of repairing on the lighters this year. The floating
 and work on the "Lesse Baker" will run into a good deal, but I
 trust that your Insurance Fund will bear a part of this. When
 completed we shall be justified in writing up her value, as she
 has a new hull, and her engine has been renewed in places.

5. REPAIRS - A loss of \$360. 15. 0. This, I fear, was only
 to be expected in the absence of any profitable towing. Her
 share of the profit resulting from the repairs to the "Sofala"
 amounts to \$20 only. At the same time, it is well to note that
 but for the season we should not have had the ship here at all
 as the Master was about to square away for Monte Video when

3.

the tug appeared in sight.

4. Woolworking. Together show a profit of £ 1067. 4.11, from which we should deduct £ 210. 6. 3, written off as the loss on the Infonia's working. I regard this figure as satisfactory, as the rate for bringing wool to Stanley is very low indeed. The Partners and Board have of course divided the small subsidy for 2 months between them. In the absence of a third shipowner, Fama's contribution for carriage &c of stores is, as pointed out above, £220 loss, and the shipowners did not receive the usual credit for bringing in the Chartres wool to Stanley. The profit on the charter of the Levant for this voyage, which a day or two was over £100, was credited to Compensating.

5. Inventory and Commission, 1904, 7.3, shows a decrease from 1903 of £224. 11. 6, and may be expected to be much lower again for 1905.

6. Oil Income, 1904, 8.4, is less than in previous years. It is of course contributed to towards the Gascon and Chartres's shipping, but I do not think that we receive adequate compensation for all the work that the Agency entails. We do not receive the Landing Charge, and I may say that when this rate was fixed at 5/6 I was agreeably surprised that there was not much outcry about it. I am now charging the shipowners 7/6 per ton for landing their cargo at the Dockyard Jetty, and it is certain that we cannot make these rates any higher. We charge the store 4/- only, and I think this is enough, seeing that the quantity handled is considerable, and store pays £200 a year for the use of ladders and lighters.

ON THE OTHER SIDE.

8. Outstanding. You will see that the total expenditure under this head amounts to £1458, against £1558 in 1903. Of these two amounts, £324 and £335 respectively have been capitalised, leaving £1134 to be written off against Profit and Loss in 1904 against £1223 in 1903. The bulk of the repairs last

4.

year were on Camp buildings, and very little has been done to the buildings in Stanley. I must also point out that Insurance premiums in 1904 amounted to over \$300 - this charge in 1903 was \$150, and in previous years \$100 only. During the current year we must attend to our Stanley buildings, and the expenditure under this head may be expected to be higher, as I believe that Mr Allan will spend quite as much on his buildings as in former years.

10. CONSUMPTION ACCOUNT - £ 413.16. 4 and

GENERAL CHARGES - \$29. 6. 1. These accounts show decreases of \$22. 5. 6 and \$37.1. 2 respectively, as compared with last year, which is satisfactory.

11. STANLEY WAGES - £ 4807. 9. 0, again shows a decrease as compared with the previous year of \$325, partly accounted for by the fact that the Carpenters were engaged for a long time on the main repairs. The wages to be distributed in Stanley may be expected to average about \$5000 a year, or a little over.

I am,

Sir,

Your obedient servant,

FINANCIAL STATEMENTS.

Balance Sheet

Profit and Loss Account

London Office Cash Account Balance

Statement of items in Deposit Account

Inventory of stores at Darwin Harbour

Inventory of stores at North Arm

Inventory of stock - East Store.

Summary of stock - West Store.

General summary of stock of stores.
due

Balances to and from Camp men.

Consumption stores on hand in Camp

Building Materials on hand in Camp

Fencing Materials on hand in Camp.

Statement of Schooner's earnings not credited.

Copy of Stanley Cash Book for December

Cash Vouchers, East and West Stores.

Copy of Stanley Journal for December.

List of Store Debtors to

List of Butcher Debtors

List of addition to furniture.

List of additions to Plant.

Abstract of Paid Account.

395

LIMITED.

S.S. INCA.

March 17th.

OS.

Sir,

I wrote you last per "Orissa", which left on the 1st. inst., and received, per "Orissa", on the 15th. inst. your despatch No 990 of February 15th.

3. The "Orissa" arrived at 4 a.m. on the 15th inst. and the "Inca" about 5 hours later. We were not able to do anything to the latter until yesterday, and it is doubtful if she will be able to leave before tomorrow. She will take all the produce we have, namely, 1455 bales of wool, 85 of sheepskins, and a few others. Luckily the Fortuna came in with 330 bales on the 16th. inst. as you will see from my letter to the P.S.N.Co. Valparaiso that on the arrival of the "Inca" we had barely 1300 bales.

4. On her arrival here the "Orissa" was placed in quarantine on account of a case of measles, which had been landed in Rio 8 days previously. For four hours we were not allowed to land the mails or to put a lighter alongside, with the result that we were compelled to finish discharging cargo in Port William, so as not to keep the "Orissa" until tomorrow next day. She got away about 11 p.m.

5. The S.S. "Inca" arrived on the 14th, and is discharging cargo for S. Williams at the Government jetty.

6. I have cabled to you as follows:- INCA STAHLSTAUF RITORRARE.

I am,

Sir,

Your obedient servant,

Y. V. Cobb Esq.

Managing Director.

London.

ADDITIONAL

ORIGINALS - (ORIGINALS NOT SENT, 1st MARCH 1906).

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES).

RECEIVED NO. 280

RECEIVED NO. 280

RECEIVED NO. 280 AND REPLY TO REMARKS

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280

RECEIVED NO. 280

ORIGINALS

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES) WITH LETTER OF NOTICE.

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

RECEIVED NO. 280 (ADDITIONAL AND ENCLOSURES)

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Stare. Indent 346

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ENCLOSURES:-

ORIGINALS:- (Originals per Inca, 17th March 1905, via Monte Video.)

Despatch No 225,

COPY OF Stanley Cash Book for January

" " Journal " "

Store Invents No 346

DEPT No 2577 on Messrs G.W. Steeves & Co for 1890. 6. 6

WIP "Safes" Accounts

Insurance on Produce Return No 13

Receipts on Accounts

Statement on Accounts

ENCLOSURES:-

Specification & Bill of Lading per Inca.

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PANAMA.

28th March . 05.

Sir,

I wrote per Inca, which left at daylight on the 18th instant.

2. 994-2. I am glad to have had your remarks on the subject of Fire insurance rates and the tax imposed upon the Royal Insurance Company. I have since had an interview with the Governor and discussed the matter - fortunately the Colonial Office, writing on the subject of the proposed Municipal Council, has instructed the Governor to deal with fire protection and sanitation of Stanley, and the Fire Brigade Ordinance will therefore require amendment. The Governor suggested that I should write officially on the question, and a copy of my letter is enclosed. With regard to our own position, I of course knew nothing of the London Assurance Corporation's rates beyond those quoted by them to Dean Brandon, and could only draw comparisons accordingly. I informed the Liverpool Office of the Royal of the rates offered by the London Assurance - they do not like losing the business, and ask if it would be judicious to try and retain it by offering competitive rates - they fear at the same time that it might have the effect of compelling them to reduce the rates for other policies. I do not see how they can offer to insure the Church at the same rates as the London Assurance, namely 5/-, if they have to pay the Government 2/6 out of it. If the Governor abolishes the tax, or even remodels it by charging a percentage on the premium I think that the Dean could be induced to revert to the Royal.

3. Par. 3. We sent the Sofala's final account by the Inca
P.T. Cobb Esq.,

Managing Director,

London.

2.

together with the Master's draft for £690. 6. 6 - this with the supplementary draft for repairs, £335. 11. 1 totals £1025. 17. 7 against the £1000 asked for. I gather that there will be no hitch as to payment. The Crissa brought a further cable for the Master from the Owners stating that the Admiralty had paid in London the £600 which the Charter Party stipulated to be paid at the Port of discharge. You will have seen from the accounts that I drew a cheque for £67 in favour of the Owners; this represented a discount or return of 5 % on the accounts for materials, provisions, hulk hire and towage.

4. Par. 4. I enclose a list of goods that might be shipped from New Zealand in the event of a call being arranged.

5. Par. 5. I am relieved that Mr Abrahamsen has paid the Billie draft without further trouble.

6. Par. 6. It is very gratifying to learn that the good work done in wool collecting by the schooners is appreciated - at the same time this has not been achieved without neglecting somewhat the shipping of stores from Stanley. The River Plate papers contained telegrams that cross-breds had fallen, and we will bear in mind the necessity for watching any doubtful accounts. I had the pleasure of meeting Mr Ward at Buenos Aires, travelled with him in the Crissa to Stanley, and was therefore able to discuss with him the question of the shipment of produce; I said that I did not think there would be any necessity for another cargo boat for wool, but later in the year we might ask for one to be sent for Tallow. Some of the Captains inform me that the new sub-manager at Valparaiso, Mr Pearson, is rather a bully. Judging from his letters to me latterly he seems fond of having the last word; so long as they send steamers to collect the produce, he is welcome to it. As the Crissa was quarantined, I was not able to see Mr Ward again after having landed.

7. Par. 7. I will inform Mr Fell that the rent of Bleaker must be charged at £30 since the expiration of the old lease -

3.

he has been informed that the Company will not grant a renewal of his lease to his sons, and I am sure will quite realise that an increase of the rent by £5 per annum is reasonable.

Some time back he asked if he could put a few sheep on Triste Island; after ascertaining from Mr Allan that he was not likely to make any use of it I allowed Mr Fell to put the sheep there, charging £4 per annum.

8. Par.9. The Governor showed me (confidentially) the Colonial Office despatch on the Municipal Council Ordinance - the Secretary of State expresses dissatisfaction that Governor Grey-Wilson should have had the Ordinance under consideration for four years without having given the Unofficial Members an opportunity of considering it, and directs that in future all draft Ordinances shall be submitted to the Legislative Council. We have therefore gained a point by sending in our Memorandum.

The Secretary of State adds that he is in sympathy with our remarks on the proposed municipality, and in view of the facts brought to light in the discussion has decided to disallow the Ordinances. The Governor is instructed to take steps for providing fire protection, and improve the sanitation of Stanley. No doubt the local rate will be increased, and so long as the money is well spent there should be no opposition to this. Of course a rate of 4/- in the £ in England is very moderate, and when I wrote that it would be a high figure I had in my mind how little benefit we get from any rate here. Under Governor Grey-Wilson's administration all we got for 9d in the £ was a mixture of large stones and clay to walk upon, and even if the rate had been 4/- there would have been no improvement.

9. Par.10. The Governor has received a despatch from the Secretary of State as to pilotage. They do not altogether like the idea of appointing Rowlands on the score of his age, but recognise the difficulty of the position. As Mr Allardyce remarks, if they have a man for pilotage alone, he has so little to do that he would probably take to drink - the Colonial Office has therefore authorised him to settle the question as

best he can. We agreed⁴ to let existing arrangements stand until the end of the year, that is, Captain Thomas acts as Pilot, and Rowlands and Runanga have licenses. Rowlands seems much better again, and I am sure will like to carry on as long as he can, but it is impossible to say how long it will last, and we ought to have someone ready to take over. We can easily lay up one schooner during the winter months.

10. Feb. 11. I regret now that we went to the expense of cabling on Mrs Hansen's account as regards the cutter, as it appears now that Mr Hannah may not be able to sell the boat to her. I have received a letter from him as follows:-

"I am sorry to have to tell you that I shall not be able to give Mrs Hansen a definite answer concerning the craft now building here for some time, since by last mail and after I had sent your letter off, I received a letter from Mr Markham Dean dealing with this matter, and hence I must await a reply from Gallages. I wish you to understand that I have not offered the boat to the firm, but that Mr Dean has put in an application in such a way that in consideration of the boat having been built upon their premises and with advantages that would not be available elsewhere, I feel bound to wait their pleasure and decision. I trust that you will not think I am humbugging you about the "Gladys", but I greatly fear the figures will be too high for Mrs Hansen in any case. Wages run these jobs up to such a high figure."

I have advised her to endeavour to purchase the "Chance", if she can get it on reasonable terms, say, \$250, as the vessel will require \$100 to \$150 spent on repairs. There would be no difficulty about insurance and we should then be able to collect our debt.

11. Feb. 12. I have handed the letters from MacLachlen and Mr Richardson to Osborne, who was ready for sea on the arrival of the mail. As to ballast, we find it desirable to keep the water tanks in the hold filled; otherwise she is rather tender.

As soon as we are able to gather up enough ballast we will remove one or both tanks. SAILS. Require a lot of repair, the

stitching wants renewing almost right through, and a good deal of the canvas is in bad condition. I am able myself to tear the canvas without any exertion, and 80 yards of new canvas has been put in both foresail and mainsail of the best suit. The Fair Rosamond's new mainsail will be converted into a foresail for her. BOATS. Are strong enough, but small for making a raft. We were obliged to remove the fittings of the life boat to enable it to be used as a raft, but these could be replaced at any future time, if necessary, at very little expense. CARGO WHEEL. I can only repeat that the hand brake is not sufficiently powerful to enable a man to hold a ~~hax~~ bale of wool, and that the Fortuna's winch is an infinitely better pattern. With the Lafonia's at present the bale has to be lowered with the winch handles; if they attempt to lower it with the brake, the bale takes charge, and if allowed to run might burst the hoops. WINDMILL. Does not work any easier. Mr R.H. Buckworth had $1\frac{1}{2}$ hours on it himself getting away from Fox Bay and will be able to tell you of its working from personal experience. We can only say that if the anchor were habitually lifted by four Liverpool boys, we should much like to have them out here.

12. Feb. 13. The Admiralty have instructed Herring to land all the Admiz Sofala coal himself, and we are therefore anchoring the hulks near the Camber one by one. At present, he is discharging it from the Vicar of Bray using the Admiralty lighter during the men himself, and I think therefore we should charge for what coal we have landed, and hulk hire on storing for the remainder. The hulks that have been used are, the Garland from the end of November, Vicar of Bray from December 16th, Praecis from December 30th, and Capricorn from February 15th. These were placed alongside, trimmers supplied, and returned to moorings. Our rates for hire of these hulks to ships for damaged cargo have been, for Vicar of Bray and Praecis £ 2.10. 0 per day, Capricorn £2 per day, and Garland would be, I suppose, £3.10. 0 per day. When the hulks are hired for anything over a couple of months these charges have been considerably

reduced., and I do not think we can expect the Admiralty to pay so much. At the present rate of discharge it is practically certain that Herring will not finish for some months, and I should be glad to know whether we should charge actual hire for so many days, or charge for the general storing and use of hulks at so much per ton. If we charge on the basis of so much per ton, I assume that the Admiralty would not expect to pay more than the 10/- per ton allowed under the St. Hubert contract; out of the Gefala's 3000 tons, some 1150 were landed from lighters, and about 1850 stored in hulks. There was considerable shortage of labour when the landing was proceeding, and wages were paid partly by us and partly by Herring. This of course can be adjusted, but before rendering any account I should like to have your views on the matter. Herring has asked the Admiralty if they are disposed to allow the 900 tons of coal at present in the Garland to remain afloat. If they want this to continue in her they should expect to pay accordingly. Seeing that there is no prospect of any visit from one of R.M. ships, I have enclosed an account of the balance due to us under the contract with Commodore Finnis dated March 27th 1905, and have attached certificates from Herring in support. The amount due is £508.10. 6 - you will see from the account that we have been paid £381. 5. 0, and the balance now due is practically profit for hulk hire. I received by last mail a letter from Commodore (now Rear Admiral) Finnis, in which he tells me that he will call and see you when next in London - he will no doubt give you some idea of the intentions of the Admiralty, who apparently are desirous of abandoning the depot here entirely. The Governor tells me that they would like to lease the buildings and sheds, stipulating that the lessee shall look after the coal. All the plant and utensils which were to have been shipped to Devonport Dockyard are to be sold by auction on April 1st.

13. Apr. 14. The expense of freight and handling the new

7.

boiler for the Samson will be a very heavy item indeed. I did not think the weight would be so much as 17 tons, and if we had attempted to do the work here we should have been compelled to go to great expense in devising the means of handling it, and the risk of accidents would have been heavy. I went over to the Garro slip and works with Mr Cozens - they have had trouble there lately with their workman and have had to pay higher wages, but he says that he will do any extra work at as reasonable a figure as he can. There will be no difficulty in hauling her up the slip, and as they have a machine there by which the cylinders of the salvage pump can be bored out, this had better be done. Mr Cozens asked me if the extra work beyond that contracted for could be specified at once, as when the work is done he does not wish you to think he had put in a lot of extras; I think we can trust Atherton to limit the work to what is necessary, and propose to instruct him to let me know by the downward mail how the work is going on, and to say what extras are in his opinion necessary with an idea of the cost. Atherton suggests that it would be as well to make some arrangement by which we should always use fresh water in the new boiler and avoid pumping salt at all. He explains that the present evaporator is almost past use; it had not been used for nearly two years before we purchased the Samson - it was used on the voyage out and when the Samson has run to Lively Island and Darwin, all these being long runs. When running in the Harbour for putting lighters alongside mail steamers the distance is too short, for the evaporator can only be used when the engines are actually running. It requires some time to start it, and when the run is only to the steamer the evaporator would be barely working before it had to be shut off. If the Samson has been under steam all day it follows that the water in the boiler decreases, and at the end of the day it is necessary to pump up with salt water. To avoid this, Atherton suggests that we might have a Worthington Pump or some other

8.

horizontal pump to shift the new boiler by which we could renew the wastage with fresh water from the two tanks which are fitted forward. It is scarcely practicable to use the present donkey pump for this purpose, as for one thing it is rather on the small side and the cost of taking down the present pipes and fitting the necessary connections would be nearly as much as a new Worthington. If the above suggestion is carried out, we need not have the evaporator repaired in Monte Video now, and shall save that expense. It is certainly desirable that every care should be taken of the new boiler, and this money will probably be well spent. You will recollect that the Flwa has fresh water tanks and an extra pump for this same purpose, and we have never used any salt water at all in her.

14. Par.16. I regret the mistake as to the settlement with Captain Fortay - I had been away from the office for some days and told him verbally that he could have \$5 gratuity less the cost of his board, which I thought would not have exceeded \$2. I ought to have mentioned this matter here at the time.

15. Par.17. I have not heard anything from the P.S.N.C. as to freight charged on old metal; unless they write specially I shall send any other packages at the 25/-, but will try and ship by cargo steamers if possible.

16. Par.18. I learned at Monte Video that Lloyd's have no surveyor stationed there - I saw Mr Cooper, Lloyd's Agent, and he has promised to arrange with Mr Cozens for the inspection of the work by Mr Tillson, Lloyd's surveyor at Buenos Aires. If Mr Tillson happens to come down to Monte Video while the work is in progress, Mr Cooper will ask him to go across to the Cerro, and will endeavour to avoid his having to come down specially if it is possible. I have sent Mr Cooper the forms sent out to me by Lloyd's Register of British and Foreign shipping, and enclose you copies of the sample reports they sent me - the survey seems to be very elaborate.

17. The Russian Barque "Ans" arrived on the 14th instant and is discharging coal, oil and other stores for C. Williams.

3.

We will proceed to San Pedro, Port Howard and Port Stephens for additional profits.

18. The Chance dragged ashore at House Creek (Dunnose Head) on the night of March 5th, and is a total wreck. She was to have taken Mrs Hansen's men to the Jason Islands, and had them on board, presumably waiting for a favourable wind. During the night she dragged ashore and knocked a large hole in her bottom. I have not had time to ascertain any further particulars. The Fortuna, on her return journey from Spring Point have to outside House Creek, and sent a boat on shore for tools and sundry other gear and the men. She landed Mrs Hansen's men at Carcass Island and brought the crew to Stanley. Mr B. Stickney thinks there is no prospect of getting the Chance off.

19. Our schooners have continued to do excellent work - the Fortuna left on the 20th for Spring Point to bring Mr. Stickney and family in for the Panama, and the Homeward West Fairbanks mail which I asked Mr Bernard Stickney to horse across to Spring Point. She returned on the 25th having loaded 1000 lbs of wool and called at Carcass Island to land the Hansen's men who were wrecked in the Chance. The weather was too rough to load wool at Spring Point. The Hornet has surpassed herself by making three trips in 11 days! Between the 15th and the 25th she has brought full loads from Lively Island, Stanley and Port Louis, - this wool, together with the Fortuna's load and a few bales of skins makes nearly 400 bales. I feel somewhat jubilant about this as I had told the Valparaiso Manager in my letter of February 2nd, of which I sent you a copy, that we should have 2000 bales by March 29th. We shipped actually by the lines 1512 bales and have now 400 more, so that my anticipations have been close enough. I had included in my calculation 2 loads of Popple Island wool, but the Richard Williams, owing to the illness of the Master, was anchored in Quatrow Cove for the best part of a fortnight, and it is fortunate that our schooners have been able to nearly make

10.

of the number.

20. Mr. Miller writes me as follows:- "I notice the weight of ten bales of sheepskins sold last June comes to more than the twelve bales sold last May, both lots were pressed with the same press and same length of hoops, but yet the ten bales measure sixty odd feet more than the twelve bales."

21. I have now received replies as to Tallow: Mr Miller expects to have 20-25 tons ready by the end of April, Mr Clement 85 casks, (which I estimate at 20 tons gross) by June 20th, and Mr Cameron's will be shipped in Messrs Spearing & Waldron's sailing vessel. Mr Mathews writes that Port Howard Tallow, which will be but very little will be shipped in the same way- he informs me that Fuchs Bros. will not kill any sheep this year, Dean & Anson are not sure, and he knows nothing of Mr David Smith's intentions. From Goose Green we may expect to have about 200 tons gross, as you will learn from Mr Allan's report forwarded by this mail, that including his purchases from Greenhills and Bonux, he expects to kill 22,000. I do not suppose therefore that the total gross weight of Tallow to be shipped this year will be much more than 260 tons, and have copied you this information adding the date July 31st to indicate that it could all be in Stanley by that date.

22. Mr Girling and family leave by this mail.

23. Woodcock has just been in to tell me that his side-lights are quite beyond further repair, and asks that a new copper pair should be sent according to Board of Trade requirements. I asked him if the Flyer's would have done, but he says they would not have been large enough- besides, they were not copper, and would not have lasted him long.

23. The men who are purchasing the runners at Goose Green this year said that Stubenrauch used to ship all these articles to a merchant called Frans F. Brinckman, Hamburg. They wish to ship theirs through us, but do not know Brinckman's address. Could you possibly ascertain this and let us know?

I am, sir,

Your obedient servant,

ENCLOSURES.

Copy of Stanley Cash Book for February

" " Journal " "

Cash Vouchers East and West Store.

Store Indents to Sir

Receipts on Stores and Replies to Remarks

Mr Vane Packard's indent for seeds

Sale of Exchange No 2379 on U.S. Treasury for £ 497.50

" " 2380 " Sec. of State " 169.56

" " 2381 " " " 75

Let of Exchange No 2382 " S.A.M. Society for £ 60.11. 6

Mr Dean's cheque for \$350.

Mr L. Stickney's cheque for \$72.15. 0

Landing Insurance for March

Two copies of S.A.M.S. account to 28th March

List of goods proposed to be shipped per N.Z. steamer.

Statement of account re landing Admiralty coal (and copy)

Correspondence re Fire Brigade Tax

Copy of sample report of Survey re Samsen

Supplementary Estimates 1904. and Appropriation.

Mr Allan's report of 24th March and enclosures.

Shipping Report

REMARKS ON ACCOUNTS

Statement on Accounts

Specifications:-

Wool.

Skins.

H. G. C.

84

S
WINTER

95

P. E.

97

1

239

2

7

S

267.

LIMITED.

GRUVA.

April 25th

05.

Sir,

I wrote last per Panama, which left on the 29th ultimo, and have received per Orpesa on the 13th instant your despatches 991 and 992, and telegram BOILER AFFLIGRE MALTES.

A. 991-3. Mr Anson arrived in Stanley on March 31st by the Infonia, and left on the 15th instant for Sandy Point, whence he intends to proceed to England by Kosmos steamer. I had a discussion with him as to the withdrawal of his business from us, and as far as I can make out his only complaint is the extra charge of 10/- per ton for collecting his produce from Chartres station. Up to the time of his departure, he had not made definite arrangements with any firm at Sandy Point for shipping his produce, and intended to settle the matter there. He has this year 280 hydraulic bales, possibly just over 200 tons measurement, and it is fairly certain that he would have to pay a high rate per ton for shipping this relatively small amount if it is to be collected by steamer, as the Levant for instance would carry about four times that amount. Unless the Sandy Point people secure some additional freight from the West Falklands I doubt if he obtain much more favourable terms. Possibly a through rate of 45/- in full might have fetched him, but no doubt it is better to let him try Sandy Point. Mrs Dean told me that he wants the produce shipped to England by some other line than the P.S.N.C., as he considers they treated him very badly on the voyage out per Gravia some years ago.

Y. Y. 3000 200.

Managing Director,

London.

2.

5. Par.3. The statement giving details of goods lost in the Fair Rosamond was enclosed in my despatch 253 and referred to in 256-13. As you had not passed out any credit we decided to deal with it before the end of the year as the store and Schooner accounts were affected.

4. 901-3 and 901-2. I regret the trouble occasioned in obtaining settlement of the claim for the damaged skins, and note that in any future case it would be as well to sell by auction at once; such a course would undoubtedly expedite a settlement. I think you will find on looking up the specification that my statement was perfectly correct as to the number of skins in the bale; our specification of the shipment per Gruba referred to (15 bales of skins and 1 bale of Pieces) was dated October 10th 1904, and in writing I mentioned that the skins were sold in December 1904, and that the total number shown was 972. You have apparently referred to a specification of March 1904, but there should have been no difficulty in identifying the correct one as the March specification was for 15 bales of sheepskins sold in June and showing a total of 1103.

8. Par.5. The "Ane" brought out for G. Williams 200 tons of House coal, all of which he has now sold, casks of Oil and general cargo; she had also Dip for Mr Felton and cartridges for the Governor, so it looks as if Spearing & Waldron had touted for freight.

6. Par.11. I note that you have returned half the Sofala commission to Messrs Steeves - I reported in my last despatch that I had given the Captain a cheque in favour of the Owners for £67, which is really all that we can allow off the account for materials and hire of appliances.

7. Par.13. We think it would be better to remove only ^{tanks} the after tank of the Lafonia; there is quite enough room under the cabin floor for ballast to counteract this, and it is a great advantage to have a fairly plentiful water supply which can be drawn in the fore-castle itself. Without a good sized

3.

tank on board, a lot of time is lost watering the schooner each time she comes to Stanley, especially when it is rowed off in breakers. At present her tanks are filled up when the schooner is alongside the jetty by a hose direct from the water supply.

8. Par.14. I will report if Bonner has heard anything from the Surveyor of Taxes as to the profits of Speedwell Island - it would never do if we had to collect Income Tax on behalf of absentee owner.

9. Par.15. I have more than once asked Mr Felton if he would mark his produce JP, but without result. You will no doubt see him in England, and might be able to persuade him.

10. Par.16. Mr Packer, who is acting as an unofficial M.L.C. during Mr Felton's absence, and I had a long interview with the Governor on the subject of Telephone, and were shown the estimates sent out by Mr Lucas. These are very high indeed, and would I fear be quite out of the question - he estimates for iron poles 30 to the mile and phosphor bronze wire, the cost of which would be \$45 and \$3 per mile respectively, that is to say \$32 per mile for posts and wire alone. I certainly think that iron or steel poles would be cheaper in the long run provided we could procure them at a moderate price. Most quotations are apparently for a pole standing some 16 feet out of the ground, which is nearly twice as long as we require, and I should have thought that 22 to the mile especially with a light wire would have been ample. I see that in the estimate you made some years ago amounting to \$641, you allowed 900 posts, or 18 only per mile. We shall however receive fuller particulars from you by next mail as to the probable cost.

11. Par.18. You were quite right as to the Fortuna having spring buffers for her main boom: some time back the rubbers had to be renewed. We are very glad to have a similar set for the Lafonia.

12. 993-1. I am glad to learn that you have been able to secure a much more reasonable freight for the season's boiler

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than was at first anticipated. I hardly thought it would have been ready quite so soon, and will make arrangements for the tug to proceed to Monte Video as quickly as possible after the next outward mail. She cannot leave before, as we must get an extra fireman down from Monte Video as explained in my last despatch. Atherton is now engaged in caulking the boiler again as it leaks badly at the bottom - he had to caulk there before and there is only just enough plate left to patch it up once more. Her foremast is quite rotten and a new stick is being fitted - she will also carry a small sail as some sort of a stand by in case of a breakdown. We will send up a supply of rivets, plate iron, paint, and such like material that may be required, the same being manifested as ship's stores to avoid having to pay duties. I will urge Mr Cozens to get through the work with as little delay as possible; the board of the crew will add to the expense, for it will not be possible for them to live on board when the boiler is taken out.

13. Par. 5. The question of recovering salvage on the *Chance* is now complicated by the loss of the vessel at Dunnose Head. I approached the Governor as to proceedings in the Vice Admiralty Court here, but he said he could not hear the case before the departure of the homeward mail, and almost immediately afterwards he intends paying a visit to Lively Island. Mr Hart cannot go up to Monte Video by this steamer, so that nothing can be done until the Governor returns to Stanley. The coasting insurances booked on January 11th, \$85, of course should have been dated January 10th, and I am sorry this mistake should have been made. The original invoices issued from the Store are all dated 10th and the insurances are booked on these invoices - next morning they were reported to the office and entered in ^{our} book. Under our new system we retain carbon copies of all store invoices and these produced in Court would be proof that the insurances had been effected before the vessel sailed. There was really not much risk to the *Plym* - of course there was the risk that we always run (if there were

5.

None, there would be no object in insuring the vessel), and I was careful to send Captain Thomas out with her on that occasion instead of leaving her to Dixon who always runs her in the Harbour. The question of insurance seems somewhat unsatisfactory - unless the vessel is absolutely wrecked there seems but little prospect of recovering anything. We pay high premiums (14 guineas per cent pays the value of the ship in 7 years), and should any of our vessels be stranded I should certainly bear in mind the case of the Castalia and the Chance. and before spending any money in trying to save a vessel, would require to be very satisfied of certain success. If in this case we obtain a judgment in the Vice Admiralty Court and the Owners are liable I do not know how we are to recover - the owners are the six children of the late C. Pallini, whose estate is being administered by old Parrin. Some months ago Parrin turned Batcliff out of the schooner and asked George Turner to look after the management of the vessel - the latter put Luchemborg in, and had to advance over \$50 for crew's wages and repairs to sails and rigging to enable her to go to sea again. Before advancing this amount he asked me for particulars of insurance, and I informed him that she was insured for \$300, that we had a lien on this for \$236. 8. 2, the amount of our account current, and that therefore he was covered for about \$60 in case of loss. He has naturally relied on this. The mortgage I took from Pallini a few weeks before his death was "to secure account current" (Merchant Shipping Act, Form B 11) which at that date, September 30th 1900, amounted to \$194. 11. 9, now increased to \$236. 8. 2. When the Underwriters settle for total loss therefore we shall deduct that amount from the amount paid, and would have to pay the balance to the owners. If now we obtain judgment in court for 25% of the value which would be against the owners we should not be justified in retaining the balance of the insurance money because we happen to be the Agents through whom the money passes, and as I have shown above Turner has relied upon recouping his

5.

advances out of this. The position is decidedly complicated, and on the whole we shall do well I think in getting our debt wiped off. I enclose the extended protest and the receipts for the fees for the same to enable you to recover from the Underwriters for total loss.

14. Par.4. I do not at all understand the action of the P.S.N.C. in presenting to you for payment the letter of credit on Wilson Sons & Company, Buenos Aires, issued in favour of G. Hurst. The letter of credit was as follows:- "The Bearer of ^{Mr George Hurst} this letter proceeds to Buenos Aires by steamer leaving here on the 7th instant. I shall be obliged if you will be good enough to advance him what funds he may require up to Three hundred pounds (£300) the same to be refunded to you together with your commission by the Falkland Islands Company Limited through the Pacific Steam Navigation Company, Liverpool. This is precisely similar to five other letters of credit on them which I have given in the last few years, and in each case the money has been refunded in my account with the P.S.N.C., Liverpool as soon as I have learned from Wilsons that it has been drawn. There is absolutely nothing in the document to warrant their presenting it to you for payment, in fact the Falkland Islands Company Limited, London is not mentioned. Naturally we do not credit the amount until the exact amount drawn is reported; you will observe that the letter states 'up to' £300, as it was purposely left optional for Hurst to draw the full amount or not. The real fault in this case lies with Wilsons in Buenos Aires, and when I was there Mr Lloyd Davis admitted that they ought to have informed me that the money had been paid. Until I knew this I could not pass the credit, and when Hurst returned here and informed me that he had drawn it the amount was credited to the P.S.N.C. in my statement of March 1st. I cannot on the whole admit that I have committed any irregularity.

15. I received by the Oropesa press copy of a letter from the P.S.N.C., Liverpool dated February 18th, the original of

7.

which has gone astray, instructing me to charge freight on old metal at 30/- in future. It will be better at this rate to save up any cases and ship by sailing vessel if possible.

16. The Latoria has now been registered here and I have received a new Certificate of Registry, No. 57848, from the Registrar of Shipping. Might I ask if you have made applications for transferring the other schooners and tug to the Port of Stanley?

17. I should like to lay before the Board the case of Mrs Ryan, widow of our late cooper. It is an extremely hard case as the poor woman is left with 5 young children to support, and she has no friends or relations in the place like most of our servants here. She appealed to her relations in England, but they are too poor to assist her in any way and she has endeavoured to eke out a living by dressmaking. Most people here have helped a little, and I am glad to say that 20 odd of our men have voluntarily been subscribing 1/- per month. The cooper's house, which is but a small one, was not required for any other servant and I allowed her to continue to occupy it, but I must have this now for Atherton's brother who wishes to marry and settle down here. Would the Directors allow Mrs Ryan to occupy one of the Marmont Row cottages at a nominal rent? The foreman carpenter has now moved to the stone house at the back of the shop and has vacated the Marmont Row cottage in which he had been living.

18. My drafts on you by this mail are exceptionally heavy owing principally to our having to pay out the large balance standing to the credit of Dean and Anson. The Mackenzies from Walker Creek draw £1300, and I am sure you will not object to obliging Dr Hamilton by remitting some £1100 to be drawn by him on application in London.

I am, Sir,

Your obedient servant,

RECEIPTS.

RECEIPTS. (Originals per Panama, March 28th 1905.)

Receipts No. 322

Stanley Cash Book for February

" Journal "

Store Inventory to May

Remarks on stores and Replies to Remarks

Form of Exchange No 1342 on S.A. Missionary Society for \$50.11. 6

Quoting Insurance for March

List of goods proposed to be shipped per N.Z. steamer.

Dr. Allen's report of 24th March

Statement on Accounts

Statement on Accounts.

Receipts and Bills of Lading per Panama.

RECEIPTS.

Receipts No. 323

" Journal "

John Venners, East and West Stores.

Store Inventory to May

Remarks on stores and Replies to Remarks

Quoting Insurance for April

Dr. Allen's report for May etc.

March Store Inventory.

May Store Inventory.

Dr. Allen's report of April 21st and enclosures.

John Venners - Protest and Extension of Protest, with vouchers

Stanley Cash Book March 31st

May

Stanley Cash Book March 31st

Copy of Correspondence with Colonial Secretary re \$1000 remittances.

Remarks on Accounts

Statement on Accounts

Receipts:-

S.I.

S.I.B.

Good . skins. Tallow Hides.

74

5

43

1 cask 48

262

CHINA.

25th April

05.

Sir,

The Oriza arrived shortly after ~~xxx~~ this morning, a full day before her date, and I have received your telegram TRAUBMAN.

1. As this steamer is drawing 27 feet of water, it is quite impossible for her to go alongside the coast battery; we have however discharged direct in to her the Fortuna's cargo consisting of 351 bales of wool and sheepskins. I am glad that Captain Kile has taken these, as otherwise we should have had a very heavy cargo for the Oriza. I anticipate that we shall be able to send by her about 1200 bales.

2. I have heard from the West Falklands that there is practically no value in the wreck of the Oriza; Mr. Buckworth declines to bid even a pound for it, but before abandoning all hope of recovering something I will await the return of the baroness from Ramsey Head as I told Gaborie to have a look of the wreck if possible.

3. I have received information that the Oriza was ashore on Pilot Point, Alexander on the 24th instant, and was reported to be floating the bottom both fore and aft. I do not anticipate that it is anything serious or dangerous would have sent me word specially.

4. My drafts on you by this mail are unreservedly payable, and amount to close on £10,000. You will observe from correspondence enclosed with the Colonial Secretary that we have agreed to stop the payments of the usual £1000 on June 30th and July 31st.

I have cabled you MASSONE ORIZA RUENEGADA.

I am, Sir,

Your obedient servant,

P. R. 2000 1884,
Managing Director,
London.

1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

... .. feeding per Cruba.

100-368600-1, February 1971.

April 25th.

Statement on Accounts.

302

LIMITED.

SEAVIA.

May 23rd

05.

Sir,

I wrote last per Grube which left on April 25th, and received per Brita on the 9th instant your despatch No. 993.

2. 993-3. Mr Allan reports that he has tried out rather less sheep than he anticipated, and as there is practically no Tallow to be collected on the West Falkland, we shall hardly have as much as 250 tons for shipment. It seems fairly certain therefore that we shall not be able to take up the home-ward charter of the coal ship - this is a pity as it would have been very convenient indeed to have sent 150 tons direct in her to Darwin. The freight is the most favourable we have ever had, and this cargo will last us from 2 to 3 years. I enclose copy of my letter to the P.S.N.C., Valparaiso, asking whether they will send a cargo steamer for Tallow about the beginning of August.

3. Par. 4. As Atherton is now away in the Samson, I must leave over the question of a new winch for the Great Britain.

4. Par. 5. I fear that the broken glass under the Slaughter House has not been effective for some years past; you may recollect that when I was in England we saw some of our Butchery skins at Messrs Auning & Cobb's warehouse which had been damaged by rats, and I know that in MacLauchlen's time they gave a deal of trouble. We have managed to keep them under with cats but latterly these have been useless. Mr Allan recommends treating the skins with a solution of arsenical dip powder mixed with whiting, and we are now using this; Mr Packe has tried it and found it very effective.

F.H. Cobb Esq.,

Managing Director,

London.

3. Feb. 6. I will make out an account of repairs to the Rose Baker - probably I shall have to defer this until next mail.

5. Feb. 9. I really am unable to account for the increase in the store profit, and trust that it is due to more general care and keeping down expenses as much as possible. You may be quite sure that we keep an anxious eye on the store debtors; we have had to refuse several orders which seemed doubtful, and I am very sorry that we allowed McPhee to have so much. He had been on Pebble Island for a long time, came to Stanley and built a house. He paid for more than half the materials at the time and the present debt is the balance. He has not been able to get regular work, but we get a little out of him occasionally. Glendall's debt is somewhat better, they are good customers in the store as Stanley customers go now-a-days, but since the ships no longer call here and the sealers have been driven away, the lodging house keepers are having a bad time of it.

7. Feb. 10. I will tell Mrs Robson that in dealing with Messrs Hayward Tyler & Co. she would do well to correspond through us.

8. Feb. 11. In dealing with the Glengowan and her coal, we have been guided strictly by your instructions, which I might shortly recapitulate. In 1898 (858-4 and 869-31) you informed us that you had purchased the ship and the remaining unsold portion of her gear for £400, instructed us as to how to deal with the ~~accounts~~ accounts, and an account, dated May 20th 1898, amended on the lines indicated by you, was sent home. In June 1898 you corresponded with the London salvage Association and decided to purchase the coal for £100. The accounts of the wreck and her cargo were then merged into one in our books, but in the following year, November 1899 (despatch 899-25) you wrote as follows:- " As it is possible that the Glengowan may be sold next year, her account should not be transferred to London, and then the profit will be made at the Islands.

3.

From an analysis of her account lately made here, it seems that at present the ship stands at £172.15. 4 and the cargo at £100, these should be disentangled from the account as it stands, and a separate one opened for each." Acting on this, we opened a separate account for the coal, and have kept it ever since. While on the subject, I ought to quote your despatch 223-3, in which you said that if we were ever to do anything with the ship and not abandon her as a total loss, she would have to be re-floated and her windlass secured as a preliminary. This was eventually accomplished, though not before 1902, and the cost of this work accounts for the increase of the debit balance. This stands now at £434.14. 4, and the sale of the coal has wiped out the purchase price and shows a nett profit of £253. 8.10. I hope that in time the coal may realise enough to balance the cost of the ship, but in the absence of any orders from you cancelling the existing instructions to keep the two accounts separate, we naturally left them as they stood.

9. Feb. 12. Mr Herring, who is now in charge of the Naval Depot, called and told me he had received a copy of the Admiralty notice. He had asked the Admiralty whether they would prefer to leave a part of the coal afloat in the Garland, and not having had any reply has cabled to them for instructions before publishing the notice on the Gazette Board. I have seen the advertisement in the Buenos Aires Standard, and am told that the property is similarly advertised in the Punta Arenas 'Magallanes'. The pinnacle is undoubtedly a fine boat; she is described as having two cabins and capacity for 40 persons, but the forward cabin is impossible for passengers, having just a bunk. The after cabin might seat 15 but hardly more, and there is no space on the deck. She is in fact a man of war's picket boat, and scarcely a modern one at that. She would be expensive to run and maintain, as the engines are bulkheaded off from the stokehold, so that you require four hands to run her, an engineer, stoker, steerer, and deck hand.

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To tell off four hands for this work when the steamer is in would rather cripple us for the mail work. Then the water tube boiler requires constant attention and overhauling, and I am not far wrong in saying that Mr Hayes had to lay her up once in 6 weeks for this. I do not think the Board need fear that anyone here would purchase her with a view to securing the mail agency; she might tow a lighter in a moderate wind, but would soon be pulled to pieces by so doing. The Flym is equal to all the passenger traffic on mail days - sometimes she seems very crowded, but it takes very little time to make a second trip and bring a second load ashore. The steamers really do not have many passengers on board when here; if outward bound the majority leave at Monte Video, and if homeward bound they have only Valparaiso passengers on board. Now too the Andes route is much improved, and many ladies go across and avoid the unpleasant sea journey from the River Plate to the West Coast. If you make any offer at all for any of the property ~~estimated at \$250,000~~, it should I think be with a view of sending it to England for sale; had we been able to take up the homeward charter of the Daisy we might have purchased the boat, cranes and grabe, and possibly many of the steel rails and sent them home with tallow. Herring informs me that there is still a quantity of tools etc. and these would, I assume, be sold by auction later on. On the whole, I do not see any advantage in tendering, except as I have said for shipping home and re-selling - if therefore you do tender I assume that it would be at a very low figure on the off chance of there being no other bids.

10. Par. 13. I have seen the Governor again on the subject of telephone and explained to him that Mr Lucas's figures are quite out of the question. I also mentioned that you had gathered an impression that Mr Lucas did not wish to be troubled by enquiries from us, and that you would consult some telegraph engineer. Mr Allardice thinks that it is merely an abrupt

men which Mr. Lucas has, and said that on any point he would be quite willing to give advice. He spoke of Sandy Point poles, and I told him that the quality of these was so very uncertain that unless we had someone there who was expert in picking out good lasting poles, we should probably be taken in.

The telephone poles in Stanley have by now all been renewed, one by one they rotted and I replaced the last a year or two ago. About half a dozen of the lighthouse telephone poles between Stanley and the sands have snapped off, but the rest seem to be in good condition. You will recollect that we took down all the silicon bronze wire, and replaced it by ordinary No. 10 galvanized fencing wire - this has stood allright.

11. The Governor informs me that the Ordinance lately passed extending the time for registration of mortgages on stock produce has been approved by the Secretary of State.

12. The draft Ordinance with reference to gees has also been approved, and as soon as the necessary books of forms are received from home the Ordinance will be passed.

13. I enclose a copy of correspondence I had with Governor on the subject of a coasting steamer; at an interview subsequently I explained that when we offered to put two of our schooners out of commission so as to give the P.S.N.C. a free field, we had the Fortuna and two other schooners that were rather too small to be economical, - after the loss of the Fair Rosemond we spent \$2000 in replacing her by a more suitable schooner, and we could not be expected to lay her aside within a few months, and he quite realises the position we are now in. I took the opportunity of explaining the past history of the mail service and possibly it is as well that I should report to the Directors what I did say, although a little lengthy:- I said that when the Kosmos first tendered we had been able to give a guarantee as to cargo, on the strength of which they had quoted a very reasonable figure by way of subsidy - at that time the farmers were willing to pay freight which gave a living wage to the schooners, and for many

6.

years the scheme worked well for all. Then the farmers began to think that they paid too much, and in order to retain the shipping of the produce for the Kosmos, without which they could not have continued to run the mail service for the then subsidy, we and the Kosmos had to come down in our rates. These rates had proved unremunerative, but the F.I.C. had such a paramount interest in having a good and regular mail service that they had decided to make some sacrifice to ensure this. Eventually the F.I.C. took up the service for 10 years, and our anxiety on that score was at an end. Having appointed us as their Agents we had decided to support them in every way - we shipped all our own cargo and our clients' by their vessels and to enable them to keep the carrying trade of the Islands in their own hands offered to stand aside as regards coasting. They however had come to the conclusion that a coasting steamer could not be made to pay. I told the Governor that many farmers were now shipping by sailing vessels, and that the question of the local or the inter insular communication might shortly become a serious one. I said that those farmers who shipped by sailers and consequently gave no indirect support to the ocean mail service or to local schooners, were generally the loudest in their complaints about the West Falkland mail service, and if any scheme could possibly be devised they ought to pay something direct for the mail facilities which were mainly made possible by those who ship their produce by the F.I.C. I added that outside sailing vessels calling direct at ports on the West Falkland were much better off than vessels which came to Stanley - when the Thetis was running we had to pay always \$35 to \$40 for a Customs Officer and his board, as well as having suspended over our heads all the penalties of the Customs laws, whereas Sandy Point schooners were able to run across, pay a small fee and get an absolutely free hand. He agrees that their treatment is exceptionally favorable, and thinks of making them all call at Stanley to enter in future.

7.

14. I received from Sandy Point per Oruba a letter from Mr Anson informing me that he had made arrangements with Messrs Braun & Blanchard to do his shipping business, and that the Shipping Wagon was then loading up his stores for the Chartres and would ship all the produce. Mr Anson added that he had intended asking me to arrange for the insurance of his 284 bales of wool @ £15 per bale. I did not receive this letter in time to write you by the Oruba, and do not quite know what to do about it. He is not consigning his produce to us, and I presume that you would not care to effect insurance, which is I understand one of the duties of the consignees. I have written to Messrs Braun & Blanchard explaining the matter and have suggested that they had better see to it.

15. The Collector of Customs never loses an opportunity of catching us under the Customs Ordinance and has three times sent me official letters threatening proceedings. In our Bill of Lading per Oruba, Will's shipment is described as 21 packages "Provisions", but these include British Wines, Port Wine and Brandy. I had therefore to write asking permission to amend the manifest, and would suggest that in order to avoid the risk of any similar mistakes in future, suppliers should be asked to furnish separate invoices for goods that are liable to duty here.

16. I enclose copy of correspondence with the Governor as to the "Chance" salvage - he asked me to defer submitting the claim, as he wanted time to consider the matter, and has since written to say that the best course is to take an action in the Supreme Court - he adds that the local Ordinance relating to salvage would appear to apply (No. 3 of 1899).

17. I claimed the sum of £6 from the shipping Master for passages to Stanley of the wrecked seamen ex Chance on the ground that they are distressed British seamen. I had some unofficial correspondence with the Colonial Secretary and was asked to write officially - a copy of the correspondence is now enclosed. In the event of a schooner picking up a ship-

B.

wrecked crew round the Islands, the Board of Trade always pays, and it seemed to me that the rule would be applicable in the case of local vessels; I do not know however whether the Board of Trade obtain a refund from the Owners, and should be glad if you could give me any information on the subject. When the *John Broadwood* and *Hornet* were lost, we brought the crews back to Stanley at our own expense.

18. I have to report the loss of the *Hornet* off Plat Point, Salvador, on Easter Sunday, April 23rd, on her way to Teal Island. Ennenga reports that in a light breeze he had to make a tack off the point - the schooner came round but the tide was running very strong - he gave her back on to the starboard tack, but there was not sufficient room to come round, and the strong tide prevented him from wearing the ship and threw her on to the reef. He got out an anchor with 45 fathoms of cable, but in the strong tide-way the ground is smooth or rocky, and the anchor would not hold. She struck badly on her bilge on the starboard side, and with the strong wind that got up later, she bumped heavily. Ennenga rode into Stanley on the Tuesday to tell me that it was a hopeless case, and I was just able to send you a short letter by the *Oruba*. I deferred writing until I had seen him, and sent you via Sandy Point a message, as follows:- "*HORNET WITTMANN*". On April 27th the *Fortuna* was despatched to Salvador to bring in the crew and whatever could be salvaged from the schooner. I should have liked to have gone out myself, but really could not spare the time - the Engineers were at work on the *Samson's* boiler, the ship herself had to be fitted out for the journey to Monte Video, and in Mr Girling's absence I cannot afford to let the ordinary office work get into arrears. I enclose a short report by Rowlands as to the condition of the wreck, and am sure that it is not advisable to spend anything in trying to save the ship; even if one were able to get an old sail or something over the hole in her side and pump her out there is every chance that she might sink into deep water (she

18 feet of water under her stern), and the money might be
 almost any. As the Barker's boiler was already on the way
 to Santa Vitoria, I could not think of sending her up, and even
 supposing there was a chance of her getting the Hornet off
 and in a position for repairing, the cost would have exceeded
 her value. She had a good deal of deadweight on board in the
 shape of fencing materials. Innenga and the crew attempted
 to get some of this out, but had to give it up. He himself
 really was in grief from coils of wire and standards rolling
 on top of him, but they were able to save all battens and wood.
 As regards the cargo she had on board I must explain that I
 had originally arranged that her next trip would be to take
 out stores for Mr Packe and to land his fencing as near North
 Point as possible; before she came to Stanley however Mr R.
 Wilson came in from Teal Inlet with an urgent request that a
 schooner might be sent up to fetch in a Mrs Barnes, wife of one
 of his shepherds, for medical treatment. To prove the urgency,
 I may mention that the woman had suddenly become mad, and was
 very violent, having destroyed all clothing and even tearing
 the chimney of the house down. I consulted Mr Packe, who
 although most anxious to get his fencing landed and erected
 before the winter, agreed to leave the matter in my hands as
 to which place the schooner should go to first. I decided to
 load her for both places, and told Innenga that, if the wind
 was fair for Mr Packe, to go there first and after landing
 the goods to run to Teal Inlet without coming to Stanley; if
 however the wind were south to run direct to Teal Inlet. On
 the morning of April 22nd the wind being southerly and fair
 for Teal Inlet, I told him not to load any more stores for
 Mr Packe, but to get away for Teal Inlet. Being Saturday it
 seemed much the better course to get Mrs Barnes in, and save
 the Saturday afternoon and Sunday. He therefore put on
 board the few things required for Teal Inlet and left at once.
 This explains how it is that on a voyage to Salvador he had
 on board fencing for Mr Packe for the South Coast. I find

10.

Now that Mr. Backe's full invoice had been made out for all the stores ordered by him and the insurance on the same had been booked as soon as the invoice was made out. After the delay that had occurred in booking the insurance by the Chance I gave instructions that these were to be reported immediately in future. The stores however were never taken on board - they were to have been loaded but I stopped them on the Saturday morning, so that she had only the fencing material on board besides goods for Teal Inlet. The Receiver of Wrecks held an enquiry in accordance with the provisions of the local wrecks Ordinance, but as he did not sit with Nautical Assessors as in a Board of Trade Official Enquiry I do not suppose his report would be of any value. I have not been furnished with any copy of the evidence or his opinion - I do not think they will supply a copy. I enclose the extended protest and the receipts for fees, and by next mail hope to be able to send you full accounts showing proceeds of the sale of the salvaged gear and the wreck herself, also the details of claims recoverable from the Underwriters of the cargo.

11. Since writing paragraph 13 I have had a further conversation with the Governor, who is writing to the C.O. this mail, on the subject of a coasting steamer. He thinks it his duty to lay before them the facts, and to call their attention to the "disintegrating process" that is going on, namely the shipping of produce from the Colony in foreign bottoms. He points out that as regards the West Falkland, farmers owning over 50% of the sheep are shipping their produce by foreign sailing ships, and asks the C.O. to urge the P.S.N.C. to consider the matter seriously, and suggest their checking the movement by putting on a small coasting steamer. As the P.S.N.C. would not take any action on the strength of your letter to them of 29th August last, I do not suppose they will move for the C.O., and doubt if the Directors will feel at all inclined to stand aside now that we have bought the Lafonia. I mention

this as a preliminary to the question of replacing the Hornet. If there are likely to be any further secessions it becomes a question whether we should be justified, without some guarantee, in sinking a further large sum of money in the purchase of a good vessel. I do not know what line Mr Felton is likely to take up - he has certainly received offers from Punta Arenas from the Germans to send a vessel across for his produce, or he might make some arrangement when in England in conjunction with Mr Greenshields (who is going home by this mail) to ship their produce together. The combined produce of the three stations whose sheds are in Salvador would of course furnish sufficient produce for a sailing vessel. At the same time we should not lose sight of the fact that it is running things very fine indeed if we have only two schooners in the Islands; if one were lost there would be a danger of famine at some of the stations, and if the disaster occurred at the beginning of the wool season we should be in a plight ourselves, as we have not sufficient storage accommodation for our wool clip at either of our sheds. I have never entered into any formal contract to run the West Falkland mail service but have given the Government an undertaking that we will not abandon it without giving them sufficient notice to enable them to make other arrangements; in the absence of any outside schooner, however, they cannot possibly make any arrangement, and no doubt it is this fact which impels the Governor to agitate again for a small coasting steamer. I believe myself that a solution of the difficulty would be two schooners fitted with an oil engine and auxiliary propeller sufficient to drive the vessel about 5 knots in calm weather. Both the Governor and Mr Allen agree in saying that such vessels are a great success round the coast of New Zealand and I am told too that they are used in the Western Pacific for collecting sugar. The N.Z. schooners were run off by coasting steamers, but these in their turn have been quite cut out by schooners with auxiliary screw, which can be run so much more economically. One

12.

point I may mention: strange as it may read, there is no doubt that the weather round these islands has undergone a change in the last ten or fifteen years for we do get much more calm weather even in the so called summer months. You may have been struck by the fact that both the Fair Rosamond and Harriet were lost in calm weather. If you should think it worth while to obtain information as to schooners with auxiliary engines, and the result promised to be favourable, it would mean delay but I would endeavour to carry on with two schooners, even in to the next wool season. The loss of the Harriet means a loss of one fifth of our carrying capacity, but it should be remembered that her cargoes have all been from near ports and she has not been told off once during this season to carry the West Falkland mail.

20. The Sunken left for Monte Video on the morning of the 18th, and it is satisfactory to report that the weather for 24 hours after her departure was fine so that she should have made a good start. Mr Norton sent me a fireman down by the Orita, and if he prove satisfactory Atherton will keep him at work, and engage him for the return journey.

21. Since writing paragraph 7, I have received a letter from Mrs Robson informing me that she has asked Mr Greenshield while in England to select for her a Boomer Press, requesting that the Company will arrange payment and shipment. Mr Greenshield will call on you with reference to this.

22. I regret to report that we have had a fire on the Great Britain, but most fortunately the result is not very serious. On the afternoon of the 10th instant when going out in the Flyer to Port William to the Orita, smoke was seen coming up the Ventilators and on the deck of the hulk; we went alongside at once and found a hole burnt through the upper deck and the cargo in the 'tween decks burning. The Fortune and Richard Williams had been discharged two days before, finishing about an hour after dark; the fireman, Evans, had drawn his fires and thrown the ashes out without properly

13.

extinguishing them. For two days they must have smouldered, and the wind fanned them into flame; a hole was burnt through the deck and burning ashes fell through on to bales of wool below. We hailed the Samson, sent her back for all available assistance, and succeeded in extinguishing the fire in about an hour. The damage amounts to 10 bales of wool somewhat damaged by water, 5 ^{badly} damaged by water, 3 bales of sheepskins badly damaged by water (and fire) and four or five bales of wool almost totally destroyed by fire. In addition to these 1 Pebble Island bale of wool is damaged by fire and water, and as this not insured I understand, I will return it to Pebble Island by the Richard Williams. As soon as we were able to clear the bulk up I held a survey and enclose you my report. I have had to state in that that we do not know whether the loose wool represents the remains of one or two bales and this cannot be cleared up until all the cargo is tallied out into the Gravia. When I ^{have} ~~had~~ the numbers of all the bales shipped by this steamer I shall be able to verify the numbers of the damaged bales; this is very necessary as owing to the fire and water they are very indistinct. An auction was held on the 22nd instant, and there was very good bidding, the gross proceeds of the sale amounting to \$113. The whole of the wool and skins was bought by a McDaid who is running a small butchery in Stanley. I had placed a reserve on each bale, my total amounting to £32, and would have bid up to £80 or £90, but certainly not more. By the next mail, I will send you complete accounts as we have to deduct the cost of putting the fire out and expenses in connection with the sale.

The fire was unquestionably due to rank carelessness on the part of the fireman; the Board may be quite sure that steps will be taken to prevent any recurrence, for the loss of the Great Britain would be a most lamentable catastrophe. I have thought it as well to write you a separate letter reporting the damage to the hulk to enable you to recover from the Royal Insurance Company, London, with that letter is

14.

enclosed an account of the cost of repairs, amounting to £22. 0.10.

15. Roslands has unfortunately had another illness which entailed his remaining in the house. I therefore had to send the Fortune away in charge of Osborne to take the West Falkland mail out and call at Port Howard to bring in Mr Mathews and several of his station hands. We had a bad gale for two days after she left and up to the moment of writing (22nd) she has not returned. In order to make up as much as possible of the 1200 bales promised for the Oravia I sent the Lafonia to ports in Berkeley Sound in charge of Etheridge, and am glad to say that he returned with over 150 bales.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per Orita, 25th April 1905.)

Despatches Nos. 267 and 268
 Stanley Cash Book for March
 Journal
 Store Indents No. 348
 Remarks on Stores and Replies to Remarks
 End of Exchange No. 2333 in Lancaster & Co. for 230
 Consenting Insurance for April
 Mr Allan's report of April 21st
 Stanley Wages Return, March 31st.
 Remarks on Accounts
 Statement on Accounts
 Specification & Bills of Lading per Orita.

ORIGINALS.

Copy of Stanley Cash Book for April
 Journal
 Cash Vouchers East and West Store
 Store Indents No. 349, and Mr Mair's indent for Book.
 Mr Vere Pook's indent for Felling
 Consenting Insurance for May 15th
 Mr Allan's report of May 13th and enclosures
 Insurance on produce Return No. 55
 Passenger Hornet - Extended Protest, with receipts for fees.
 " " Captain Howland's report
 Yawl Chance - Copy of salvage claim
 Hulk Great Britain - Letter to Managing Director, May 23rd.
 " " Account for repairs.
 " " Report of survey from Lloyd's Agent.
 Shipping Report
 Copy of correspondence with Governor re Chance
 " " " re Consenting steamer
 " " with Shipping Master re Chance's crew.
 Copy of letter to Collector of Customs re Orita's Manifest.
 " " P.S.M.S., Valparaiso of 10th May.
 Remarks on Stores.
 Statement on Accounts
 Letter for C.G.A. Anson Esq.
 " " P.S. Webb Esq..
 Specifications:-

	Wool.	Skins.	Tallow.
D.H.	6	6	
M.A.	8		
S.H.	54		
S	12		
H.M.S.		3	
J.H.S.	86		
CLUB	145		
P.	139	2	2
AP	180	10	

ORAVIA.

May 25th

05.

Sir,

This steamer arrived at 7 a.m. this morning, having been delayed by bad weather on the West Coast. I have received your telegram "Transvaal".

2. Owing to the prevalence of Small Pox at Valparaiso and Sandy Point, the Oravia has been placed in quarantine - this hampers the work very considerably, as I am unable either to go on board or to send men to assist in the stowing of cargo, which will amount to about 1150 bales.

3. I have to report that 6 of Messrs Packe Bros & Co's hides were lost overboard in the loading. These were placed in a canvas sling as usual - when the sling was being hoisted from the 'tween decks of the hulk, the hook caught at the top of the port hole; the steamer's winch man slacked it suddenly and the sling was jerked off the hook of the winch fall, the hides falling between the hulk and the steamer. I will obtain a statement from Captain Cooprand certify to the same.

4. The Fortuna returned to Stanley on the evening of the 23rd. with the West Falkland mails and passengers for Stanley - owing to bad weather she was not able to collect wool from Great Island and I am therefore a little short of the 1200 bales for which I had asked for space.

5. I have cabled to you MASILIENSE ORAVIA STADTHILZ.

I am,

Sir,

Your obedient servant,

F. E. Cobb Esq.,

Managing Director,

London.

~~RECEIVED~~
Copy of letter to F.S.N. Liverpool.

Captain Cooper's certificate for 6 Hides lost overboard

Statement on accident

Specification and Bills of Lading per Gravia.

Copy of P.S. Statement

271

VICTORIA.

June 20th

05.

Sir,

I wrote last per Oravia which left on the 28th ultimo, and received per Panama on the 5th instant your despatch No. 224 and 225.

2. 224-5. It is pleasant to hear that your relations with Messrs. Stevens & Co. were so satisfactory. We had unusual difficulty in getting Captain Auld to settle up the accounts; he invariably postponed it until the mail was just due.

3. 225-6. The question of a new Master for one of the schooners is complicated somewhat by the loss of the Hornet. I reported in my last despatch that Rowlands had had another illness, but he is now allright again and has taken the Fortuna round to Waddell etc. When he does retire, I strongly recommend that Osborne should have the Fortuna, as I think he will be a worthy successor to Rowlands. I think that Rowlands has a high opinion of Axel Pettersen, who has now been Mate of the Fortuna for about three years, and on the return of the schooner from the West I will talk the matter over.

4. 226-7. We have repaired most of the Lafonia's sails putting in new canvas where necessary, and shall not require any new ones for some time. The cargo winch is an old pattern, nothing like so good as the Fortuna's— to throw it out of gear for lowering cargo into the hold, the top barrel has to be shifted bodily, whereas with the Fortuna's a small cogwheel is shifted by a short lever; one man is able to press the brake with one hand, throw the cogwheel out by the lever with the other, and lower away at once. With the Lafonia's winch two

Yours faithfully,

Managing Director,

London.

2.

men are required, one to press the brake and a second to throw out of gear. Much time is wasted by this, as the man who throws out of gear has to wait until it is quite certain that his companion with the brake has a good grip, otherwise there might be a smash. We have got the brake in better working order by lengthening the lever. We have made a couple of new handles for the windlass giving more leverage, and this is now working much better, but there is still the objection that one cannot let go at once. I fear that I did not explain this as clearly as I should in my despatch 230-3; the risk would occur when getting under way in narrow waters or near some other craft. It sometimes happens that the vessel will not take the right cant just when the anchor is off the ground, and to avoid a collision or to save the vessel from going ashore, one must let go and bring her up at once. Before the chain can run free it has to be cleared from the windlass, and must therefore first be secured at the forward compressor. If this could be done instantaneously there would be scarcely any time lost, but the link of the cable rarely happens to just fit on the compressor. Two men therefore have to hold the chain by the windlass whilst a third reverses the pawls and another secures the chain at the compressor. When this is done, the chain is taken clear of the windlass by removing the roller - the chain is then free and can be run out, but all this has taken time and it may be too late. Now with the Fortuna's windlass, one man can in an instant throw out the heaving up gear, release the brake and pay out chain - moreover, he can control the chain, that is to say, let it go gently keeping a strain on all the time. With a compressor, however, the chain goes absolutely free, and when stopped, is brought up on a certain link with a jerk that might carry something away. Our vessels have to go to places like Roy Cove and North Arm which are narrow, and more often than not, it is blowing hard and the Master has to trust all to the anchor if she does not take the right cant at once. I have more than once seen the

3.

Fortuna in Stanley Harbour take the wrong cant just when the anchor is off the bottom - chain is immediately paid out, and the strain often brings her over to the right tack; they heave away again immediately and she is off. This cannot be done with the LaFonia's windlass, for once the chain is taken clear it requires a lot of time to pass it round the windlass again. It is very difficult to explain all this on paper; the only thing to be done is to use the utmost care under such circumstances, and if there is too much wind to wait until it moderates and run no risks.

3. Par. 7. The Naval storekeeper here does not know for certain yet whether the Seal at present in the Garland is to be landed into the sheds or not. As soon as he receives definite instructions I will go into the question of hulk hire.

4. Par. 8. The Samsen left for Monte Video on May 16th, and I was glad to hear from Captain Thomas that they made the passage in 5 days 9 hours without a breakdown. Atherton wrote that he started from Stanley with 100 lbs pressure, easing down to 85; they then had some very rough weather, and eased down further to 65 - on the fourth day as the weather improved he worked up to 90, and kept her at that, averaging 7 knots on the whole passage. Unfortunately, there has been a general strike at Monte Video, and up to the time of the departure of the Famosa from there nothing had been done to her. On the arrival of the "Manchester Mariner" there were no lightermen to be had, and as the strike was at its height there was considerable risk for anyone to go; Morton and Captain Thomas however got hold of a lighter, and with the crew of the Samsen, obtained delivery of the boiler from the steamer themselves. Atherton writes that no thin sheet iron has been sent to cover the lagging; he says it is very necessary and can be put on much more easily and a better job made of it if done at once than afterwards. I am therefore telling them to have it done. Both Mr Morton and Mr Cozens seemed to think that the workmen would

4.

from so again before long, and I hope to hear by the next mail that the work is progressing.

7. Feb. 2. The Chance wreck was sold by auction on the 1st instant, and I send herewith the account showing a balance of £12. 9. 8 due to the Underwriters. Would you kindly pay the same over to them. I was surprised to find that the wreck fetched as much as £17. 5. 0; both Mr Buckworth and Mr Stickney reported that she was useless, the former declining to bid even £1 for her. Ratcliff is the purchaser, and I doubt if he will see his money back.

8. Feb. 13 & 15. As it was quite certain that we could not take up the homeward charter of the Daisy, I wrote to the P. & O., Valparaiso, as to a ship for the tallow. I am glad you sent the extra 50 tons of coal, as I can send that to Darwin and keep them going until the end of the year.

9. Feb. 14. We are painting the new port of registry on the Lafonia's stern, and I will attend to the transfers of the Fortuna and the Plyn at once, and that of the Samson on her return from Monte Video. I was charged £1.10. 0 by the Registrar of shipping for the Lafonia's new register; I will inform him that fees have been paid in England and enquire the authority for the charge at this end. The delay in transferring the Lafonia to Stanley was due to the fact that I was waiting for the papers.— the Registrar had them all the time and might have so informed me; when I asked him about the matter he told me that he was waiting for the old register to be sent in.

10. Feb. 5. I took an extract from your letter to Mr Allison as to the condemnation of our Tallow at Hamburg, and we have lost no time over the matter in order if possible to avoid similar action being taken with this season's tallow. The Governor wishes both Mr Allan and Mr Miller to make affidavits to the effect that no artificial colouring matter is used, and that the carcasses are steamed; Mr Miller, who is in

5.

Stanley has done this, and I have asked Mr Allan to come in before the mail goes in order to run the matter through at once. They will then sign a joint memorial to the Governor who will forward the same by this mail. I considered it better to keep my own name out of it in case the question should be referred back to me as German Consul.

11. Par. 6. I am glad to learn that the Dean's memorial for the retention of an Assistant Minister has the support of the Board, as I feel strongly that a discontinuance of their visits to people in the Camp would have a bad effect on the general well being of the community. Bishop Every was much impressed by his visit to Darwin, and in his quarterly review, copies of which I enclose, makes some very complimentary remarks about us - these we shall doubtless appreciate all the more on account of their rarity.

12. I enclose documents relating to the wool and sheepskins damaged by fire on the Great Britain. I find that in my original report of survey I omitted bale AP No 242 amongst those damaged by fire and water, - I stated that there were 10 bales but gave the numbers of 9 only. It was only after the produce had been tallied into the Gravia that I was able to make out a complete specification of the damaged bales, and this I now enclose with accounts showing total proceeds of the sale by auction and the expenses of salvage. The nett proceeds amount to \$35.10. 4. You will see that Mr Fell does not know the weight of his bales, and I assume that the amount claimed will be based on the average of the other bales sent forward by the Gravia.

13. The wreck of the Hornet was sold by auction on the 1st instant, and pay etc are sent herewith showing the nett proceeds of the sale of the salvaged gear and the wreck herself, \$25. 6. 8. I sent the extended protest and the receipt \$ for same by the last mail.

14. I send the necessary papers to enable you to recover

6.

the insurance on the Hornet's cargo, the net loss on which amounts to £ 471. 8. 5. I trust that all these papers relating to recovery from Underwriters will be found to be in order.

15. The wreck of the Hornet was purchased nominally by Arthur Bigney, but we hope to be able to salvage her and use her as a lighter. I got him to ride out to Salvador during spring tides and see what prospect there was of getting her off, and he reports that he thinks it practicable. She is rather badly damaged but that will not matter very much. The water rises in and out of her freely, and apparently a sharp rock has made a large hole in the planking and most likely some of the timbers are broken. I am awkwardly placed about working her - the gun is away and the other two schooners must get the Valley from Darwin, do mail work and supply stations with stores. The cargo left in her consisting of fencing standards wire and galvanized iron fetched only one guinea. The purchaser, Martin, has got a fair amount of it out - it had been under water in Stanley Harbour once before, and after a second immersion will not be worth much. I should certainly like to have her for a lighter, as we cannot expect the Tilton to last out for many more years. I send you now the account showing total cost of refloating and repairing the Rose Baker, £ 471. 8. 5. I am glad to say that she does not make much water.

16. The Governor informed me that he heard from the British Minister at Monte Video that Captain Ryan, of the sealing schooner "James S. Dench" has at last been sentenced to three years' imprisonment. Mr Musie, who owns sealing schooners which have called here, wrote to ask if the tax was still in force - I showed the letter to the Governor, who advises me to know Mr Musie to appeal again to the Canadian Government and protest against the tax. The Governor feels that he cannot raise the question again, but would much like to be able to abolish the tax.

7.

17. By last mail I wrote that dutiable goods shipped by Messrs. Williams & Co. had been declared on the Bill of Lading as provisions - this has again occurred in the shipment per *Fanad*, and worse still the cases containing wine are branded on the outside as "Preserved Provisions". Would you impress on them that this might get us into serious trouble.

18. We cannot get a hearing of the *Plyn* salvage case until Captain Thomas returns from Monte Video; this has been unfortunate - I could not get the case heard before he left. Mr. Lundberg, the ex-master of the *Chance*, was out of Stanley.

19. The Bank of Caracas, Santa Arenas, sent me a Power of Attorney to wind up the Estate in the Falkland Islands of the late Manuel Pereira. I mention this as you referred to it in your dispatch No. 988-22. I petitioned the Supreme Court as recommended by the Attorney and had a hearing; the Chief Justice, however, decided that the documents were not in order, and a local authority will have to be obtained from the person nearest next-of-kin, who reside in the Azores.

20. There seems to be an epidemic of small pox at Valparaiso, and cases are reported from Monte Video and Sandy Bay. The *Granvia* homeward bound, and the *Panama* outward bound, were not quarantined, but passengers for Stanley were allowed to land and were kept under observation for a few days. The Admiralty intends to utilize one of the Admiralty buildings on Sandy Point if necessary as an isolation hospital. The quarantine masters attend rather work rather.

21. We have hitherto sent you the list of coasting insurance every month only, but I propose for the future to send you list every mail instead of waiting until the end of the month, as it seems to me that you ought to have as early advice as possible. The *Lafonia* has sailed with nearly £1800 worth of stores on board, and if we waited for insurance up to the end of June you would not receive advice of this until the middle of August.

22. Mr. Allen arrived in Stanley on the afternoon of the

19th and made out the necessary affidavit as regards Fallow. The Governor is writing by this mail to the G.C. on the subject.

22. I have had an interview with the Governor on the subject of Telephone, but there are so many points to be thrashed out that there has not been time to go into the matter really fully. I think you have overstated the case, as regards the Lighthouse telephone; it is true that we are not in direct communication, but we are invariably informed without delay of any message affecting shipping or seamen. It is really advantageous to have the end of that line at the guard room, where there is always a man on duty; a vessel may be reported to any hour, and he has standing orders to apprise me if a ship is reported. There may have been isolated instances of omission, but this has been due simply to forgetfulness of the man on duty and the blame cannot be attributed to the Government. Although we paid one half, it should not be forgotten that the Government has been to considerable expense when repairs have been necessary or break-downs have occurred, (at one time no less than 25 poles had come down and had to be set up) and on the whole we must admit that the agreement has been fairly carried out. The Governor's principal object in suggesting the payment of one third of the cost of material and working of the Darwin line was to give a stimulus to the project, and because he realises that the lack of telephonic communication across the East Falkland is a drawback. As previously stated, his eventual objective is to West Falkland, and he desires to obtain for the public the right to transmit messages at a reasonable rate. It must be admitted that by far the greater part of the traffic will be on our own business, and it is scarcely reasonable to expect that the Government would pay one half the cost as in the case of the Light-house telephone. Even when carried to the West Falkland the passenger right through will be but few, and the cost of the extension of the line will of course all fall on the Government.

As I had not time to see the Governor before the afternoon of the 14th, the day before the mail is expected, we could not discuss the matter fully. Before next mail I hope to have the pleasure of discussing with him all the points raised by you, and it is very gratifying to be able to assure the Board that the Governor quite understands their anxiety to have the question definitely fixed by Ordinance if necessary, but at the same time he thinks they may lay aside their apprehensions of opposition from any future Governor. We all sincerely trust that this may be so; still, the Board will no doubt feel that it will be wise to take the opportunity of Governor Allardye's term of office to have a definite agreement and legislation if necessary.

By your writing paragraph 17, I have received the enclosed letter from the Governor as to the incorrect description of goods shipped by Messrs Mills. I take the opportunity of sending a copy of the official correspondence that passed.

I am,

Sir,

Your obedient servant,

RECEIPTS.

COPIES. - (Originals per Cravia, 26th May 1905)

Receipts No. 270 and 271.

Monthly Cash Book for April

Journal

Cash Book No. 249 and 250

Shipping Instructions to 15th May

Mr Allen's report of May 18th

Insurance on Produce Return No. 56

Letter to Mr. Webb

Letter to Mr. Webb

Letter to Mr. Webb dated 23rd May.

Shipping Instructions and Bills of Lading per Cravia.

COPIES.

Monthly Cash Book for May

Journal

Cash Book No. 251 and 252.

Cash Book No. 251

Letter to Mr. Webb dated 23rd May.

Letter to Deutsche Bank for \$5.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Shipping Instructions to June 15th

Insurance on Produce Return No. 57

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

Letter to Mr. Webb dated 23rd May.

TABLE OF THE RESULTS.

Material.	Wool.	Skins.	Tallow.
1.		3	
2.			379
3.	25	2	
4.	176	23	
5.	41		

272

VICTORIA.

June 23rd

05.

Sir,

This steamer arrived at 8.30 this morning having been delayed on the West Coast by bad weather, and will leave as soon as mails are ready. I am not shipping any of our produce by her as the Manager at Valparaiso has informed me (copy of letter enclosed) that the Galicia will call here about the end of July for Tallow and wool.

2. I have not received any telegram from you; Messrs Stubbins write to me as follows:- "Telegraph service is at present worse than ever, and we can hardly ever rely on our telegrams arriving at their destination before the line has broken again. The reason is that the Government is extending the line from here to Mungess, from that point to Cap Figgins, the end of the Argentine Government line down the coast from Buenos Aires, and as soon as this piece is finished - which will be the case perhaps in a fortnight already - the present private line from here to Gallegos will not be used any more. Consequently the owner of this private line does not repair only provisionally and with such bad result that there is hardly a day without the line being out of order." Under these circumstances possibly it might be safer to use the canal line.

3. I have now received new registers from the Port of Stanley for the Fortuna and Plym, their new official numbers being 72355 and 119531 respectively. The Registrar of Shipping has charged a fee of £1 each for issuing new registers.

4. The follower for the new Geese Green press was not

Y. E. 1000 280.

Managing Director.

London.

2.

landed by the Orta, nor has it been returned from Valparaiso by this steamer. If it does not come back by the next homeward boat I will telegraph you the word "FOLLOWER", which I will ask you to understand to mean that we wish a new one sent out.

5. Owing to small Pox and Plague at Valparaiso this steamer has been placed in quarantine; the passengers also have to be quarantined in the building on the North side of the harbour erected by the Admiralty as a shelter house for cargo parties.

6. I am glad to report that the West Falkland mail arrived overland last night; the LaTonia left here on the Saturday morning, landed the mail at Fox Bay, and succeeded in getting back to North Arm with the return mail on Tuesday night.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Complementary Store Indent

Remark on Stores.

Statement on accounts.

Copy letter from P.S.N.C., Valparaiso, June 13th

Parcel receipt per Victoria

Copy letter to P.S.N.C. with account.

Specifications.	Wool.	Skins.	Tallow.
H.O.C.			5
Woolen B.	3	1	
" D.H.	3	2	61 Hides.

LIMITED

July 18th

05.

Sir,

My last despatch left per Victoria on June 23rd, and I received your despatch No. 596 per Gaelic, which arrived on Sunday the 31st instant, 4 days late. The delay curtails the time at our disposal for answering the mail and is especially unfortunate just at the expiration of the half year.

2. 595-2. Messrs Brown & Blanchard's steamer "Cordillera" with stores for Dean & Anson arrived on the 25th June. Just before she left Sandy Point the British Consul there received the Governor's letter to the effect that all vessels for the Falklands would for the future have to call at Stanley first, and the Cordillera therefore, instead of going direct to the Chatterbox to land stores and load wool, had to steam the extra distance to Stanley. In addition to this, she was quarantined and had to remain at anchor at the East end of Stanley Harbour for 6 days - it is probable that Mr Anson therefore will not save much by going to Messrs Brown & Blanchard. Mr Moritz Brown was on board the Victoria, and as this steamer was in quarantine was not able to come on shore. He wrote me a note with reference to the Cordillera asking me to do what I could to save her having to undergo unnecessary quarantine, but this was naturally a question to be entirely dealt with by the Government. He mentioned that when he made the arrangement with Mr Anson, the latter stated that the steamer would be allowed to go direct to the Chatterbox and clear from there, and that he had so arranged with the Governor. The Governor however repudiates having given any such undertaking, and intends to

Y. B. Cobb Esq.,

Managing Director,

London.

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subject to his regulation that all vessels must enter at Stanley. I mentioned in 200-13 that he contemplated this innovation, and he said that he has carried out his intention.

3. Par. 5. I have had a couple of interviews with the Governor on the subject of Telephones, and we have together gone over the estimate of materials and Mr Mantel's remarks as to the question etc. so far as we are able to judge from the information we now have the total cost would be but little less than £2000, and the Governor now suggests that the Government contribution should be one third, or one fourth. His object is as I stated in my last despatch to secure for the public the right to send messages at a moderate tariff, and eventually to extend the system to the West Falkland. I am anxious to question if the Colonial Office will approve of any contribution at all - the revenue here is falling, and the Government lately have had to bear considerable expense for maintenance of paupers and lunatics; this expenditure too is likely to increase in the future rather than diminish, and I suspect that the Colonial Office will think that the present is not an opportune time for making any grant towards telephones. In the event of their deciding against any contribution at all I do not think for one moment that any obstacle will be placed in the way of our carrying it through at our own expense, and the Governor would I am sure be willing to safeguard us by legislation if necessary. The whole question hinges on the decision of the Colonial Office, and the Governor is writing them fully by the present mail. He will also write to Mr Herbert Cox asking him to give you an interview, so that the matter may be threshed out and a decision arrived at. We discussed the question of a tariff for the public - the Governor suggested 20 words for 6d, but I said there should be a minimum of 1/- at least, and he therefore put down 30 words for a 1/-, messages to be received only during stated hours. You will see from the Governor's letter to me of the 14th that Mr Packe offers to drag out all posts from Stanley to his Western

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boundary and to pay one third of cost of maintenance of line between his junction and Stanley - he would of course pay the entire cost of his private wire. I think we ought to have a look at Hill side or Mount Pleasant - it would be most useful to Mr Allan, and although the shepherds are not over intelligent, I think we should not have much difficulty in making them understand what to do. Mount Pleasant would probably be the better place - we should save in distance as Mount Pleasant is on a more direct line than Hill side, and as more horses cross there than at Hill side, Mr Allan would most likely find it more convenient.

4. Par. 6. I note your remarks as to the extra pump for the pump - Atherton will quite understand Mr Barringer's recommendation to use some salt water in order to get a scale of the boiler when new: he did this with the Plym. You will doubtless have heard direct from Monte Video how the work is progressing - it was most unfortunate about the strike and from Mr Barringer's last report they are by no means out of the wood yet.

5. Par. 7. You remark that with reference to the chance that the whole thing has been dealt with in a manner quite contrary to the usual custom. This I am free to admit, but at the same time I cannot accept the responsibility for the attitude taken up by the Receiver of Wrecks here. I spoke to the Colonial Secretary about the disposal of the salvage and the remains of the vessel, and was told that the matter rested with the Receiver of Wrecks - this official was a great stickler for the strict letter of the law, and he could only leave the question to him. I waited for some time to see what action he would take, was told that he had enquired on the official papers when and how he was to proceed to the scene of the wreck and I asked again if he intended to apply the Wreck Ordinance No 6 of 1899 to the case. Eventually I was informed that the gear salvaged and brought to Stanley by the Fortuna should be handed over to the Receiver, but for the time being it might

being stored in our bulk, however neither I nor the represent-
 ative was allowed to take any steps in the matter. When the
 wrecked from the Hermet was brought to Stanley, I called
 on the Governor and asked if these matters could not be set-
 tled up somehow. I suggested to him that the Wrecks Law was
 intended to apply to the cases of unknown vessels being wrecked,
 and the object of the law was obviously to prevent plunder-
 ing. There could be no question of fraud in either of the
 cases now pending, for as regards the Chance, Turner represented
 the Insure and I represented the Underwriters, and in the case
 of the Hermet I represented both. The Governor said he wished
 to carry out the provisions of the law as nearly as possible,
 and said he would look into the matter. Subsequently I saw him
 again, and he decided that if I reported the wreck of the
 Hermet officially in accordance with section 19 of the Ordin-
 ance of 1878, there would be no objection to my disposing
 of her property. I enclose a copy of my letter. I then told
 Turner to write similarly as regards the Chance, and thought
 that I should be allowed to realise the salvage of the Chance
 at the same time. No sooner did the Auctioneer take the note-
 by the Receiver
 of sale to the Government Office than I was told that I was
 acting ultra vires in offering the wreck of the Chance for
 sale. I suggested that they might just as well let me settle
 both matters, and the Receiver then withdrew his objections.
 And I not taken the bull by the horns it is quite likely that
 the salvage would not have been realised yet. You may ask
 why I did not report all this - the reason is that I thought
 the Directors would not wish to be troubled with long explana-
 tions involving a liberal use of the first personal pronoun,
 and really my despatches must seem inordinately long at times.
 If Mr Thompson can put obstacles in our way he will do so - he
 argues that the law is there, and it is his duty to carry it
 out. If one resists, it causes more trouble and we have found
 that the only way is to wait and try to infuse some reason

5.

Mr. Gilling could give you numerous instances of his
 - the majority are so petty that I should not
 - As regards the Master - the Chance
 has always been in charge of an illiterate man, Luchtenborg
 being rather less so than many others. His predecessor, Rat-
 cliff, was absolutely indolent, and Turner could not find any
 - When the management of the Chance was
 handed over to Turner I told him that something must be done
 to make her more seaworthy, and she was provided with some new
 sails and her chain plates renewed. I found that Ratcliff had
 - Turner purchased another. I mention
 these facts to show that I have not been altogether unmindful
 of the interests of the Underwriters. After all, they have
 received an annual premium of £37.17. 7 for 11 years, and these
 amounts at 2½ interest would amount to over £450, so that
 they are by no means losers. With reference to the protest
 and Mr. Hall having compared it with the log book, you will see
 that Mr. Hall in his protest swears that he lost the log
 book, so that it is obviously impossible for me to have com-
 pared them. I have taken the protest to the Governor and
 explained the irregularity - it is now returned in proper
 form, each sheet being initialled by the Governor. I notice
 by the way that he has put the Seal of the Colony instead of
 the usual Notarial seal on the first sheet, but I presume that
 this is not material. Luchtenborg and Milesen are both away
 from Stanley, and Hicks has left the Colony - I am therefore
 unfortunately not able to make any further investigation as
 to what happened at the time of the casualty. I asked the
 Governor if I could have a copy of the evidence taken by the
 Receiver of Wrecks at the enquiry held under section 2 of the
 Ordinance, but was told that this could not be given - the
 report is sent to the Board of Trade and that office alone
 could decide if any extract could be furnished. He has how-
 ever promised to look into the papers, and if there is any fur-
 ther evidence as to the loss, will communicate with me. I

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Next is to have this before the mail leaves. No final investigation was held as either the case of the Chance or the Hornet- neither Master held a certificate, and there seemed no reason for going to the expense of paying nautical assessors' fees.

6. Jan. 9. I will see Mrs Ryan after this steamer has come, and report further by next mail.

7. Jan. 12. I will send you drawings or photographs of the Fortuna's windlass and cargo winch and ascertain if the latter's name is marked. We might have the original invoices & other papers sent out when she was purchased. I do not recollect about the second winch - I do not recollect asking for one, nor do I at present recollect any question being put to me by the subject. A spare winch certainly was sent with the Victoria; and you explained in 385-9 how the mistake arose: and suggested that it might be placed on the Hornet or one of the lighters. It was not really necessary to do this and I mean to sell it for the Perseverance.

8. I received by the Gallic a letter from Messrs Wilson Jones & Co., Monte Video enclosing a telegram from Valparaiso as follows:- "Advise the Agents at Falklands it is possible the schooner Grison receive cargo from that port instead of Valparaiso, have ready in case". They had given me July 28th as the date for the Gallic, and I decided the schooners' departure accordingly. I arranged for the Fortuna to take out the West Falkland mail to Fox Bay calling at Great Island for coal and at Cross Green for the balance of the tallow. Had the Gallic not been late Rowlands would have managed this without difficulty; I told him however that if he could not get back with the return mail to Stanley, it could be sent overland from Darwin, and he would still be in time for the steamer of the 26th. Similarly I told Osborne that he should try and get back by that date with tallow from the West. This alteration of the arrangement will most probably spoil the shipment.

9. The Registrar of Shipping asked me to return the

7.

Lafonia's new register, and has altered her official number back to 102056.

10. You will recollect that when the Lafonia came out I had a lot of trouble with the crew, especially the Mate - I wrote a memo. to the Colonial Secretary as to the position of the owners of a vessel in such a case, and have now received a reply from the Shipping Master who apparently consulted the Board of Trade. I enclose a copy of the correspondence. If you want another schooner to replace the Harriet I wish that some decent men could be selected, or we shall be put to a lot of trouble getting them out of the Colony.

11. Since writing par. 6 I have received a note from the Governor as to the evidence taken by the Receiver of Wrecks on the loss of the Chance, and I send the same in original as it might assist you in recovering the insurance from the Underwriters. The Governor says that the Master stated that he thought he could repair the vessel sufficiently to bring her to Stanley if he had the necessary material; a hole was knocked in the port side, and 10 or 12 planks stove in. This presumably depended on his obtaining the requisite timber at an early date which was practically impossible. Missen the mate, and Charles Hicks seaman doubted whether she could be repaired. Fortunately Lucktenberg, being in fault, would minimize the amount of damage. You will see that the Governor says this is for my 'private information', but it is useless to me personally. I think he means that it should not be used officially because as I stated in par. 6 the Board of Trade have ruled that reports of Receivers of Wrecks are not to be communicated without their consent. Probably if it is necessary to obtain a copy, they would supply it. I have just heard from the West Falkland that young Ratcliff, the purchaser of the wreck who went to Fox Bay to get over to House Creek to take charge of the property, never went near it and has gone to Speedwell to work as a navvy.

12. We have thought it as well to make up a small indent for stores which might be shipped out in the new schooner.

13. The Fortuna has made an excellent trip; owing to the season being late she could not get away until the 11th with the W. Falkland mail, and in spite of very light winds returned this morning (18th) having called at Fox Bay, Great Island, and Beaufort. She has brought in Mr Smith's wool and the balance of Jones Green tallow. I am particularly glad that she has this latter as the whole lot can now go forward in one shipment. The Infanta has had bad luck, and cannot be back in time having the bad weather she had a mishap with her boats, both being driven up to the beach when fastened together to form a raft. They had to throw the cargo overboard to save the boats - luckily it consisted mainly of droppers, and the loss was only a couple of sheets of iron. One boat was stove in, but was patched up at Mr Banner's.

14. Mr Banner writes me as follows:—"Captain Friesenborg of the 'Aur' told me that he hoped to be in Stanley before Christmas with the topsail schooner 'Madeira' to trade round these Islands, and backwards and forwards to London. He also told me that he and Louis Williams were in co. on the venture - should you for any reason wish to communicate with him, I can give you his address, c/o Herr Peepel, Reichenstrasse, 10, Holtenauer Ort, Hamburg".

15. The steamer is just announced, 11a.m July 18th.

I am,

Sir,

Your obedient servant,

Originals for Victoria 23rd June 1905.)

Received from Mr. J. H. ...

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274

Galicia.

6th August

05.

Sir,

I wrote last per Orissa which left on the 18th ultimo. I received per Orissa your telegram "Trastienda Mallie" "laughter (? Daughter) Jamesco Felton". Owing to the fact that the Orissa was quarantined, the mails had to be fumigated and the telegram was not delivered by the P.O. until after the steamer had left. I received per Oravia on the 3rd inst. your despatch No. 987 of the 5th July.

2. The Galicia arrived on the morning of the 4th to take Tallow and other produce; I will content myself with merely stating the facts in connection with my application to the P.O.S.C., Valparaiso for a cargo steamer to call, and leave you to deal with the matter with the Liverpool office. May 10th I wrote to the effect that we should have 500 bales Wool and 400 casks Tallow for shipment at the end of July, and asked whether they would send a cargo steamer or have it shipped by the mailboats. On June 13th they replied that they would send the Galicia about July 28th to take this direct to London. On July 3rd I acknowledged this letter, saying that there would be 380 large casks Tallow and 100 small - we might not have quite 500 bales, but the total would not fall short of that quantity by more than 30 or 40 bales. On July 8th I received a telegram via Monte Video that it might be found necessary to ship the cargo by the Orissa instead of the Galicia. On July 18th the Orissa arrived, and I was told by the Commander that he would not take any produce as the Galicia would call. On August 3rd the Oravia brought me the following cable message.

P.S. 2000 234..

Managing Director,

London.

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via Monte Video "Advise the Agents at Falklands have cargo already in launchess must be placed alongside Galicia at Port William should arrive July 31st August 1st." The Oravia's cargo was discharged into three lighters, and next morning the Galicia arrived in Port William. I did not receive any letter from the Valparaiso Manager by either the Orissa or Galicia, in fact his letter of June 13th is the last communication with the exception of one dated June 21st on the subject of missing cargo. Captain Kinnier of the Galicia realised the position, but said he was willing to wait whilst we placed the cargo in lighters. It appeared to me that as the Galicia was bound to London and as the Captain agreed to wait the only course was to lighten the cargo out as quickly as circumstances would permit. We started placing Tallow in the Rosa Baker at once and simultaneously discharged outward cargo from the other lighters, and by dint of employing all the hands I could get (shipwrecked crew of the Sixtus included) and working early and late, we have succeeded in getting all the cargo lightered out to the Galicia today; namely, 532 casks Tallow, 481 bales Wool and Sheepskins, and 25 hides. Needless to say, the expense is very heavy indeed, and by the Orpesa I will send a complete account of this, leaving you to settle with the Liverpool office the question of who should pay. I enclose copies of my letters to the I.S.N.C., Liverpool and Valparaiso.

3. The Danish Barque "Sixtus", Captain M. Riksen, with a cargo of coal and coke for Valparaiso and Iquique, struck on the North side of Volunteer Point at 10.30 p.m. on the 27th inst. The Captain had not been able to get any observation during the day - the wind was blowing a stiff breeze from the N.N.W. and the weather was very foggy. According to his last observation and the course he had steered the vessel should have cleared the Falklands easily. Land was seen a few minutes before she struck, and an attempt was made to put her into the wind; she would not however come round sufficiently and struck on a rock, filling in 15 minutes. The crew took to the

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boats at once, and had no time to save clothes or ship's papers. They remained in the boat to the North of the ship all night, and in the morning landed on Volunteer Point, where they found two sealers from Stanley, who directed them where to steer for Stanley Harbour. In the course of the afternoon of the 28th they were met by the Fortuna, which took them all on board and brought them into Stanley about 5 P.M. The Master has since proceeded to the scene of the wreck to ascertain if anything can be saved, but owing to her exposed position and the strong winds that have prevailed since, this is very doubtful - A preliminary enquiry was held by the Receiver of Wrecks, who has also issued a notice under the local Ordinance, a copy of which is enclosed. The amount required to pay off the crew came to under £70, and I have agreed to advance this to the Captain with a further amount for his personal expenses. I see from Lloyd's Register that the Owner, Mr Holm, possesses 7 ships, and it would seem to be a safe account. As there is no Danish Consul here, I have as Norwegian Consul supplied the crew with board etc. and necessary clothing. They proceed to Monte Video by the Galicia. The Captain has not yet returned from the scene of the wreck.

4. As the Gravia was here for only a few hours and her mails were delivered only 3 hours before her departure, it was quite impossible for me to go into the question of the Lighthouse material. I have talked the matter over with Buse, the Foremast Navyy, who knows exactly where Mr Hood proposed to put the crane; he considers the scheme quite feasible, and provided that the moorings are absolutely safe, the cargo could be taken from the lighter without her having to touch the rock - the crane may not plumb the lighter's hold, but in this case the cargo must be lifted by the lighter's derrick, taken to the after part of the deck and slung to the lighthouse crane there. The price of 35/- which I quoted Mr Hood was for a moderate quantity of material - 620 tons is of course a very different matter, and I have come to the conclusion that we could do it

4.

@ 84/- per ton and have cabled you accordingly. Mr Mathews may consider this high, but it must be borne in mind that we have to take delivery from the steamer, store in hulks, tranship to lighters and await a favourable opportunity for taking these out to the landing place, - we are also liable under the Workmen's Compensation Act for compensation in the case of any accident; I had thought of including in my cable a word to the effect that the owners of the goods should take all risks - I imagine however that you will make this stipulation. Should any accident happen, we stand to lose for damage to the lighter, but for any damage to the goods I think the risk must be theirs. I have not been able to go into any other subject in this despatch - my time since the arrival of the Oravia has been fully occupied outside the office as the lightering of over 1000 packages of tallow and wool required a lot of arranging.

I have cabled you "Follower Lighthouse Kabsene Galileia Gottostese Ripidita Spiritosa."

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES.

Despatch No 273
 Cash Book for June
 Journal " "
 Store Indents No 332
 Mr Allan's report of July 13th
 Coasting Insurance to July 10th
 Ledger Balances to June 30th
 Store " " "
 Remarks on Store Debtors
 Stanley Kaye's Return to June 30th
 Remarks on Stores
 Remarks on Accounts
 Statement on Accounts
 Letter to F.M. Cobb Esq., 12th July.

ORIGINALS.

1st of Exchange No. 2322 on S.A.M. Society for £30, 0, 9
 Order for Books for Darwin Library
 Memo. re Fortuna's Windlass and Cargo Winch with photographs
 Copy letter from Messrs Th. Bracht & Co re Canning factory
 Copy correspondence with F.S.N.S., Valparaiso and Liverpool.
 Public Notice re Wrecked Barque "Sixtus".
 Statement on Accounts

Specifications:-	Wool.	Skins.	Hides.	Tallow.
F			94	
H & B	5			19
L				125
J H D	26			
J B	3			2
H W	54	7		8

275.

ORIGINAL.

August 15th

05.

Sir,

My last despatch left per Galicia, which sailed on the morning of the 7th instant.

2. 227-2. I understand from this paragraph that we should transfer the debit balance of the Glengowan, £434.14. 4, to Head Office at once - I fear that it is impossible to make any estimate of the value of the coal remaining on hand; as you know she was burning for three days, and no one can judge how much coal was burned during that time. Moreover, I must point out that there is in places a quantity of slack coal which is quite available and we cannot judge what proportion this bears to the whole. Seeing that the purchase price, £100, has been paid off will it not be simpler to reckon as profit each year the net proceeds of what we dispose of during the year?

3. Par. 3. I should think that the removal of the bulkhead between the engine room and stowhold of the Admiralty launch would tend to weaken her structurally, but in any case in present circumstances we could not make it pay to run her.

4. Par. 4. The Lighthouse telephone poles are 5'.5 $\frac{1}{2}$ " at the butt and 2 $\frac{1}{2}$ -3 $\frac{1}{2}$ " at the top. The Governor has received a report from the Engineer-in-Chief of the Post Office ~~and~~ on the scheme generally and will send you a copy. This report strongly recommends iron poles which can be purchased at 16/6 - 18/6 each, 30-35 to the mile, the cost of these would be prohibitive.

5. Par. 6. I reported in 272-2 that Messrs Braun & Blanchard's steamer "Gardillera" had called for Mr Anson's wool;

F.E. Cobb Esq.,

Managing Director,

London.

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I have since learned that she took only 256 bales out of 284 of wool and a few skins. Some 40-50 bales have therefore been left behind, and I cannot help feeling a certain amount of perhaps indecent grief.

6. Par. 9. I am glad to have the information as regards passages of sailors shipwrecked in the glacier - I thought it as well to try the Shipping Master, who could afterwards if necessary have claimed from the owners. We shall be able to deduct this from the insurance, that is if we get it.

7. Par. 9. I note what you say as to instructing our Captains to be more descriptive in their logbooks in cases of disaster, but trust that it will not again be necessary. In any future case I will keep back the protest until I can send all papers complete. I was not sure as to this and thought it as well to send the protest to enable you to give notice that a claim would be made. A copy of the notice of auction is sent herewith. I believe that the purchaser of the fencing cargo has got out some of it, but it is naturally in a rusty condition. Had I sent men out there to do it, the wages would have been more than the value of the salvage - the wire will be useless and the fencing standards are useless without the small rollers and fittings. Martin the purchaser thinks that he has recouped the value of his labour, but not much beyond.

8. Par. 10. I cannot help thinking that if you do send out another schooner it will be a great pity if there is not some accommodation for passengers, for the lack of it will certainly limit her usefulness considerably. She would have to take her turn at times to run the West Falkland mail, and the passenger receipts between Fox Bay are well worth having. If I had to keep the Fortuna and Lafonia for that work, I should be decidedly hampered in arranging their trips. And again, when one sends for wool to a station, more often than ^{come} not there is a family to go in or go out and a station holder expects to have the chance of shifting men when the schooner is lifting his produce. When I have had the occasion to dis-
cuss

The question of future shipping produce by direct sailing vessels, I have expatiated on the advantage of having a schooner sailing three or four times a year and being able to get out our families to or from Stanley. Even if there is no spare accommodation I am certain the Master would be pressed to carry passengers pretty frequently, and in that case would have to give up his cabin. I discourage this as much as possible, as it is not right that the Master, on whom the responsibility for the safety of the ship rests, should not always have his hands free himself. I trust therefore that you will reconsider this idea - the accommodation need not be equal to that of the *Aefonia* even, but I should be very sorry if you are not able to provide as much as the *Hornet* had.

9. Par. 11. I fear that we shall not be allowed to throw the *Wool* from the *Great Britain* overboard - I have had an old sack taken off and placed on the deck with a sheet of iron underneath, and this will be periodically emptied. I had certainly learned from some source that Mr Dean used not to insure, and I think at least that he ought to have let me know. If it had happened that he was not insured and I had sold the bale by auction for say £5, it is more than likely that he would have complained that by returning it to Pebbie, he could have made £7 or £10 out of it. Seeing that it would have been returned to his own vessel, no expenses for freight would have been necessary. In my rough notes I have marked the bale A.B.C. 1st as badly damaged by fire and water, one third useless, original weight cwt. 4.3.18. I had it brought on shore, and I judged that if McEld, who purchased the other wool, would give £2.10. 0 for it, this would be better than selling a single bale by auction. For some time he would not go beyond £2, but eventually agreed. I sent a certificate to that effect together with a note of the sale.

10. Par. 14. I think there is a considerable difference between 140 hides being lost in a heap in probably not more than 15 feet of water and 6 being lost in 25 feet of water

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with a good 10 feet of very soft mud; I assume that the 148 were loose and were easily grappled - these 3 were each tied in a bundle and would have to be hooked quite fair. I am free to admit that I did not think it worth while to make the attempt; if I had sent say 4 or 5 men out in a boat for a day to grapple, without success, would the underwriters be disposed to pay the cost, 30/-, in addition to the value of the hides? You suggest that they may ask if steps were taken to avert the loss - all I can say is that we take all ordinary care in loading and discharging and that in this case, no fault whatever can attach to our men. I explained that the hook of the steamer's fall caught in the top of the port of the Hulk - the steamer's winch was slackened his fall too suddenly and too much, the canvas sling dropped on the edge of the bottom of the port and the weight being taken off, the rope became unhooked and the hides fell overboard. The whole accident occurred in a second or two, and I cannot see what our men could possibly have done. I intend to have a batten put across the top of the port to prevent the hook catching again and hope that this will avert any future loss. I have watched cargo being handled at Monte Video, Sandy Point and other places, and can assure you that infinitely more care is exercised here than at any other port I have seen.

11. Par. 15. I note that the Coasting rate in London will in future be 15/- £ instead of 10/- £ - our rate will consequently be raised to 20/- £, but would you let me know if any extra will be charged if insuring on outside schooners, as there is still the Richard Williams running from Peoble Island.

12. Par. 16. I wrote you by the Galicia on the subject of the lighthouse material - had there been any time I should have gone down to see the place myself, but the Galicia's loading had to be attended to. Since her departure I have had no chance of getting down, and fear may not be able to do till the mail is away.

13. At present there is quite an epidemic of Influenza, both

5.

by Stanley and the Capt. Our only Doctor was in bed for over a week and scarcely a house in the place has escaped. The Galicia had to leave Stanley with three substitutes and nearly every one of our men has been down with it. Luckily Kelway, the Engineer of the Firm, managed to hold out until the Galicia had gone.

14. You will be glad to learn that the Moss Baker has had a good test, and is found to be quite tight. We loaded her first with 20 tons of tallow for the Galicia, and during her second trip she had quite 20 tons in her. During one night she was alongside the Galicia it blew quite a gale from the north.

15. The follower for the Gomez Green Press has not been returned from Valparaiso, and I therefore called you the word "follower", in accordance with the intention expressed in my despatch 573-4.

16. I enclose the account for wages actually paid for lightering produce out to the Galicia in Port William; this amounts to £ 21.17.12, and had the steamer been able to go alongside I estimate that the cost in wages to us would have been £2.14. 0, namely 2 men 2 days each, £4.15. 0, and Foreman 1 man, £1.15. 0. In addition to the actual wages we burned 1½ ton of coal on the Great Britain, and the consumption of coal on the Plym for the three days was 1½ tons; this is naturally high as there is so much towing to be done. Had the steamer gone alongside the bulk I should not have run the Plym at all, so that no expenses are all extra. I am sorry that 1 cask of tallow 7.11.3. 251 was left behind in the Great Britain; this omission must be attributed to the fact that it was dark when we finished the last lighter. It is sent forward by this steamer.

17. Captain Eriksen, of the late Barque Sixtus, started for Volunteer Point in a cutter on the 3rd, reached there on the 5th, and on arrival found that the masts were gone and the hull level with the water. They took a dinghy over the

8.

over the camp later but were not able to launch her on account of the heavy sea. On the 8th he went to the ship again; only the stumps of the fore and mainmasts could be seen about 4 feet out of the water - a good deal of wreckage has been washed up on the beach.

18. I enclose copy of a letter from the Naval Store Officer with reference to storage of coal in the hulk Garland, and copy of my reply. It seems to me that as the hulk has now been in use for them for about 9 months we can hardly charge more than £1.10. 0 per day. It would pay us far better for them to continue to hire rather than land the coal in the sheds - if we purchase any from them it is much easier for us to get it from the hulk. They may ask for a reduction on the £1.10. 0 - provided they leave the coal there and go on paying even £1 per day, it is all clear profit to us. Should any ship put in with coal heated we have the Vicar of Bray, Parnassus and Capricorn available.

19. Since writing per Galicia it has struck me that the Scotch Hand Derrick Crane, and the Pile Driver, which we purchased at the auction of the gear left over at the Naval Works might be purchased by Trinity House for use in connection with the new Lighthouse. Both these articles are absolutely unused and I have obtained from Herring a statement of the cost price in London, which is as follows:-

	£
1 Scotch Hand Derrick Crane, 3 tons lift	90
1 Pile Driver Frame	50
2 Cast Iron Monkeys (20 cwt and 15 cwt)	12
1 steel chain for Pile Driver	5
1 Hand Crab Winch for Crane	6

We have measured the jib of the Crane and find it to be 48ft. long, so that it should suit their purpose well. If they would purchase these at a little under the cost price in England we should do well, as we got the whole lot at auction at a little under £10. I have considered it worth the expense to telegraph you fully suggesting that you should offer these to

7.

Trinity House; it may be in time to stop them purchasing new,² and I have added to the message that Mr Shires would no doubt give you all particulars. The telegram will cost £3, but it is too good a chance to lose. It might be pointed out to them that if they will purchase, you could cable me and I would at once start getting this plant out to the landing place at the Lighthouse; the lightkeeper knows exactly where Mr Hood suggested that the stores should be landed. If this is done, a great saving in time will be effected, as on the arrival of the stores we should be able to proceed with the landing at once - it is obvious that the most difficult part of the work will be getting the crane landed and set up. I would suggest the following words for cabling if necessary:-

TUFFALOVE Crane and Pile Driver purchased, get them out to Lighthouse.

TUFFALTO Crane purchased, get it out to Lighthouse.

TUFFOGO Pile Driver purchased, get it out to Lighthouse.

The prices that I have suggested in my telegram do not of course include landing at the lighthouse, which would be an extra expense.

20. I have just received a letter from Mr Allan in which he mentions that he has found a follower which will exactly suit the new press at Goose Green. It seems worth while to add the words "Cancel Follower" to my telegram by this mail.

21. I have advanced to Captain Eriksen of the late Danish Barque *Silene* sufficient to pay off his crew and for other expenses, and enclose his draft on the owner, Mr Casper Petersen Fohn, Nordby, Sane, for \$101.11. 3. In the absence of a Danish Consul here, I have as Swedish and Norwegian Consul attended to the relief of the crew and provided them with passages to Monte Video. As they had lost all their effects they were provided with clothing which is a heavy item. I have requested the Danish Government to repay the total cost, \$269. 0. 0, through you.

22. I have cabled to you via Monte Video as follows:-

8.

Securo lighthouse Emerald three jib exonerado marquesina
 enjoraba twenty fifteen maroufle nascituro shires gallita
 Gropasa bitterhus cancel follower.

I am,

Sir,

Your obedient servant,

*Please offer L Home
 your service to lift 3 tons
 at 45 ft. - £90 - Hana Pile Driver
 weight of man 20/15 cwt. £65 -
 Everything new - Drive*

RECEIVED

RECEIVED

Part of Cash Book for July

General

Part Volume Book and Book Store

Volume Number No. 323

Accounting Information to July 26th

of Allen's Report of August 10th with enclosures

1st of Volume No. 2324 on S.P. Form for \$101.11. 3, with letter
of advice.

Account of this S.P. 1 tale of Book damaged by fire on Great

Britain and Florida Agent Certificate.

Account of Navy Labor L.C. "Gallies".

Page of American Edition, Schooner Harbor.

Adjusted Paper

Interpretation with Naval Store Office in storage of Admiralty

Book in Book "Gallies".

Interpretation in Interpretation.

Volume 3, Volume 1, 1st Volume dated 6th July.

Report on Volume

Volume 1, Volume 1

Statement on Volume

Interpretation in Volume 1, Volume 1

Interpretation in Volume 1, Volume 1

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LIMITED.

ORITA

12th September 05.

Sir,

I wrote last per Oropesa which left during the night of the 15th ultimo, and have received per Victoria on 31st August your despatch No. 998.

2. 200-4. We have had 10 tons of coal from the Admiralty stock - the Admiralty were not able to state the exact cost until they have received Herring's report of the expenses incurred in connection with the Sofala's cargo.

3. 200-10. I had hoped that Biggs would have been able to go to Salvador when the schooner last went there; unfortunately at that time quite half the settlement was down with influenza and the question must wait until I am sending round again. Babornas had a look at her and reports that she struck heavily on the starboard side, which is practically pierced by a rock; her port side is quite allright and if she can be hove over we might repair the starboard side and get her off - I fear we should have to have a schooner anchored near to heave to. Her deck is badly hogged, and I will not incur much expense unless there is a fairly certain prospect of success. It is true that we are at present well enough off for lighters, but the Tilton is pretty ripe and might break out at any time. If I could get the Hornet as a lighter, I would discontinue using the Tilton for general cargo. She could be utilised for rough work such as getting stone ballast in Port William - if she did break out badly and sink the loss would not be great, but if we had any accident with her when full of general cargo the loss might be very heavy indeed. Does the insurance of

F.R. 2000 Esq.:

Managing Director,

London.

2.

goods per steamer cover lighterage?

4. Feb. 12. The Governor has placed the sum of £500 on the Estimates towards the Stanley-Darwin Telephone, but we do not know if the C.O. will sanction it. He refers to it in his message to the Legislative Council, copy of which I send you with a copy of the Estimates.

5. I enclose a copy of a letter received from Messrs Messers, Sleshoff, Hodgson, Cox & Messers, on the subject of the Fiddell mortgage. The Registrar has made the necessary search and finds that there are no encumbrances other than those anticipated - he informs me that there is no entry in the Deeds Books of satisfaction of the Preferable Lien given to Elder in July 1875. Section 6 of Ordinance 1 of 1875 requires that a copy of the receipt duly verified by affidavit shall be registered on production of the original receipt and of the mortgage deed to which the same shall relate. He adds that he thinks the transfer of the mortgage to Mr J.M. Dean acted as satisfaction, and should have been registered as such at the time. Mr Carpenter has sent to the Registrar of the Supreme Court here the papers in connection with Harold Dean's Will, but there is some hitch - the Governor is of opinion that the values sent out by Mr Carpenter will have to be verified before they can affix the seal of the Supreme Court, and I fear that this verification may cause a good deal of trouble. I hope to be able to see the Governor about this later, and trust that by next mail I shall be able to report that it has been settled satisfactorily.

6. Feb. 15. I note that it is probable that the Board may decide to build a new schooner to Nova Scotia, and I sincerely trust that as mentioned in my last despatch some provision will be made for the accommodation of passengers. In connection with this I may mention that the Lafonia on her last trip to Fox Bay and Port Stephens had no less than 16 passengers and the Fortuna is also leaving this time with 11. If one of the three schooners is unable to carry passengers,

3.

they would not be so to speak interchangeable as they are at present, and I should be entirely hampered in arranging their trips. The Governor has not received any reply from the C.O. in reply to what he wrote re regards a coasting steamer, but merely a private note from Mr Johnson saying that they had received the despatch. I told the Governor that you had seen both Mr Alcock and Mr Ward and that they saw no prospect of establishing a steam coasting service; the Governor fears that there is nothing further to be done, and he is undoubtedly quite right.

7. Par. 16. The Samson business is simply lamentable, and everything seems to have been against us. Captain Thomas has written me by each mail, and I send you extracts from his reports and also from letters from McKortan and Mr Cosens, although by now you will have received most of this information - £250 for the new deck and extra work ordered by the surveyor seems an appalling figure, and I see from Mr Morton's letter to you that he fears it will hardly be covered by that even. I was quite prepared to hear that once we began to work on her she would be found to be in a bad state as this has been our experience ever since she arrived; I knew that her deck was not in first class order, but did not suspect for one moment that the surveyor would order a new one. From what Morton and Cosens have written me, it is evident that they did their utmost to persuade him to moderate his requirements but without avail. If we wish to retain her class, and this I have understood to be your wish all along, we have to carry out what Lloyd's surveyor insists upon; in fact, the matter has in reality been in his hands. Had I been able to go to Monte Video and had learned what the retention of her class would entail, it is quite likely that I should have recommended you by cable to let it lapse for the time being rather than submit to such extortion. You will have learned from Morton's reports what he did actually recommend. You mention in your letter to Morton of August 4th that you understood he and I

had arrived at an understanding as to what ought to be done. That is true so far as it goes; the old boiler had to come out and the new one put in - the salvage pumps were to be re-bored, and the tail shaft would have to be drawn for inspection of Lloyd's Surveyor, who would hold the special survey required by Lloyd's Register. I sent their forms up and I believe sent you copies at the same time. It was impossible for me to settle anything further, and as I have said above, the question since has been in the hands of Lloyd's Surveyor. As to commissions I impressed upon Mr Gozons that there must be nothing of the kind, and when the Surveyor went up I wrote him again strongly on the subject, saying that I hoped that in setting prices he would give the nett, and not put anything on to enable him to make presentations, in fact there must be no "contingencies". He replies as you will see from the copy of his letter that nothing could be given. In his letter of August 23d to you, Arton says that Captain Thomas will require two weeks after the contractors have finished; I have written to him by this mail that he must get away as quickly as possible; there must be no painting or cleaning up as that can be done here. I have also asked Arton to try and do without an extra fireman if possible, but I fear that this may not be practicable. Had I anticipated that the work would have taken much a time, I would have instructed Captain Thomas to send the crew back instead of keeping them up there.

8. At a meeting of the Legislative Council an Ordinance providing for the payment of goose beaks was read a third time and passed. It will come into operation on October 1st.

9. You will notice on the Estimates an item of £150 for "Mineral Surveys". Some year or two ago a seaman who was on one of the old surveying ships about 50 years ago wrote to the Colonial Office to the effect that he had found traces of gold in the islands. Correspondence has taken place since with the Admiralty, this man's statements as to the movements of the ship in question have been verified, and the Colonial

5.

Office left it to the Governor to say whether he thinks it worth while to pursue the matter any further. He is of opinion that we might risk a little to ascertain for certain whether there is really any gold in the Island, and proposes to endeavour to obtain the services of an expert.

10. Mr Smith of Great Island asked if his Swan Island wool is insured from the sheep's back. I have informed him that this is so, and I assume that the Underwriters are aware of the extra risk run in this case. The wool has to be taken from Swan Island to Great Island to be pressed, and therefore is liable to a double risk.

11. E. Browning has asked if the Company will advance him \$350 to purchase a house and piece of land in Stanley for his son. I assume there is no objection to lending him the sum at 5%, secured by mortgage and insurance of the property. He undertakes to repay at the rate of \$50 per annum at least. The effecting of a mortgage is now considerably simplified by the Ordinance of 1934.

12. The Board of Trade has sent out instructions that the lightkeepers' families are to be removed to Stanley, and the two houses converted into barracks for the accommodation of the Superintendent and workmen who will come out to build the new lighthouse.

13. I enclose copy of correspondence with the Naval Store officer here on the subject of the Sofala coal. His letter gave me the opportunity I wanted of going into the whole question. I fear it may be said that definite arrangements should have been made at the time; I was, however, in a difficult position. The Sofala was here and we were making a good deal out of her for repairs, hence I had to avoid any semblance of working against her interests. At the same time I did not want to see the Admiralty mulcted as we were anxious to get as much out of them as possible for ourselves, and I had therefore to steer a middle course. At that time too there was every

6.

probability that Admiral Pinnis would have come to Stanley, and he would have had full powers to settle the question. Now, that we have done with the Sofala, I feel justified in assisting the Admiralty to contest what is really a rather outrageous claim. The owners of the Sofala received the whole of their freight for a voyage only half completed, the discharge of coal proceeded for a considerable period concurrently with the repairs to the ship, and finally we allowed the Master to have lighters for the collection of ballast for the necessary stiffening of the ship instead of discharging coal with them. By so doing we were obliging the Captain and almost enabled him to put in a technical claim for demurrage. The claim for \$300 for labour is really an impudent one, - the history of it is that the Captain received a telegram from the owners to the effect that the Admiralty would pay the cost of discharging, and the Captain interpreted that as meaning that they would pay the cost of heaving the cargo from the hold and putting over the side. I do not suppose for one moment that the Admiralty can have given any such undertaking, but even so, the owners could not claim more than the actual wages of the crew, which would average about 2/- per day per man, whereas the claim is made out at the local rate of wages of such work at 2/4 per day. I have not been able to make out our claim for lighters, bulk hire and labour, as there are a few discrepancies in dates as compared with Herring. It would be undesirable to make out our claim before first clearing these up, and after this mail I am going into the water and will pass our claim through him, sending you a copy.

14. The German ship "Thalia", Captain Wilson, bound with coal from Shields to Portland Oregon put in on the 10th with damage to rigging and ironwork. She anchored near the outer Tussock Island on the morning and a pilot was placed on board the same day. Owing to the boisterous weather she has not hitherto been able to come up, and we have consequently been

7.

unable to hold any survey. Captain Wiles came up yesterday evening in order to write letters and telegraph to his owners. He informs me that the damage is less than when he was here previously. At present it is impossible to form any idea of what his expenses will be.

15. On Sunday the 10th a vessel was sighted to the Eastward of the lighthouse; from her signal letters we made her out to be the Parnassos of Hamburg. She was flying signals to the effect that the crew were sick; she seemed to be working short-handed as she wore ship instead of tacking. I sent the Plym out to Port William with the doctor on the chance of her being able to fetch up to an anchorage, but she stood off towards evening and has not been seen since.

16. Yesterday afternoon a ship was sighted making for Port William; the wind being southerly she was able to run close to the lighthouse and anchor at the entrance to Port William. The Plym took down the Health Officer and Constable, and I learn that she is the Beacon Rock Captain Wilson bound from Liverpool to Looe - the crew are badly frostbitten, one man killed, one man in irons and some damage to her rail. I have sent down again this morning, but have to finish this now on account of the closing of the mail.

17. Up to the present there is no sign of the Daisy.

I am,

sir,

Your obedient servant,

ENCLOSURES.Index value. - (Originals per Oropesa, 15th August 1905)

Despatch No. 275
 Copy Cash Book for July
 Journal
 Store Indents No 253
 Coasting Insurances to July 26th
 Mr Allan's report of August 10th
 Danish Bark "Sixtus" - Accounts.
 2nd of Exchange No 2394 on S.F. Holm for \$101.11. 3
 Account of Sale J.A.B. 1 Bale of Wool, damaged by fire on Great
 Britain, and Lloyd's Agents' certificate.
 Memorandum re Reddeman's casks
 Remarks on Stores
 Remarks on Accounts
 Statement on Accounts
 Copy of letter to F.E. Webb Esq., 15th August
 Specification and Bills of lading per Oropesa.

ORIGINALS.

Store Indents No 254
 Two Bank cheques for £50 on London & Joint Stock Bank Ltd.
 Mr Allan's report of September 5th and enclosures.
 Insurance on Produce Return No 28
 Coasting Insurances to September 4th.
 Colonial Estimates 1905.
 Correspondence:-
 re SHAMUN.
 re Discharge of Admiralty coal at Sofala
 re Weddell Island Mortgage.

Shipping Report
 Remarks on Stores
 Remarks on Accounts
 Statement on Accounts
 Letter for F.E. Webb Esq.
 Specifications:-

	Wool.	Tallow.	Hides.
+	41		
F	2	6	5

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LIMITED.

PANAMA.

10th October

05.

Sir,

My last despatch left per Orita on September 12th and I received on September 12th per Orissa your despatch No. 999, Mr Egles' letter of September 2nd and telegram "Fictionist "Beacon".

2. 999-3. I regard Mr Pocke's offer to drag out the posts as a liberal one; Mr Allan would have little difficulty in cinching the material at the Darwin end, and it will be a great advantage to us to be relieved of this work from Stanley. I hope to hear that your suggestion as to a pocket telephone enabling Mr Allan to communicate from any point can be carried out, and thus save an exchange at either Hill Side or Mount Pleasant; we might save in distance by not having to take the wire to either of these houses. It has struck me that we might with advantage copy the Government plan of having each post numbered. Paint would probably wear off, and you might be able to purchase cheaply some metal figures about 1½" long, which could be nailed on the posts. In the event of a break of wire or some other accident necessitating repair it would be most useful to know the number of the post where the damage had occurred. I note what you write as to a time tariff for messages in preference to so much per word..

3. Par. 4. I am very glad to have your views as to the position of the Receiver of Wrecks, and will study the Merchant Shipping Act and text books before making any representations to the Secretary of Lloyd's.

4. Par. 5. I confess that I had overlooked the Store Indent No 277 on which we had asked for a "cargo winch like Fortuna's". I

F.A. Cobb Esq.,

Managing Director,

London.

2.

recalled now that it had been suggested to me that the Fort -
 una's cargo winch was the best pattern we had ever had and I
 made a note on a slip of paper "New Schooner, cargo
 "winch like Fortuna's" intending to write about it, this was
 passed to the Storekeeper and was included with other indents.
 I quite intended to have written explaining the matter after
 signing the indent, but in the hurry of the mail I suppose over-
 looked it,

5. Par. 6. I fear that we rather stand to be shot at as
 regards the crew of a new schooner, and the only way is to get
 out of the difficulty as cheaply as possible. Of the Lafonia
 lot I had in the end to pay the passage of one to Monte Video -
 one shipped away in some vessel, one worked for a few months and
 paid his passage home, one went to the camp and the last managed
 to stow away in the Sarron when she left for Monte Video.

6. Par. 7. I did not express any decided opinion as to the
 necessity for a new schooner, for really when ^{one} ~~we~~ considers the
 number of secessions on the part of clients one somewhat
 hesitates to ask the Board to spend another £2000 on the purchase
 of a vessel which would in the event of further withdrawals have
 perhaps only from four to six months work out of the twelve.
 Unfortunately, we cannot afford to regard the matter from this
 point of view solely, we must take many other considerations into
 account. We might lose one of our two remaining vessels; we
 must keep our own sheds clear during shearing as we have not
 sufficient storage for our clip, and we are dependent on
 schooners to keep clients supplied in stores etc etc. The
 risk of losing a vessel is brought home to me by the recent loss
 of the Perseverance on Tyssen Patch, and when we look a year or
 two back we cannot fail to be struck by the slenderness of our
 resources in the way of coasting tonnage. There were no less
 than nine vessels, Thetis, Fortuna, Hornet, Fair Rosamond, Estrella,
 Chance, Allen Gardiner, Perseverance and Richard Williams. Of
 these nine, only the Fortuna and Richard Williams are left, and the
 Lafonia has been added, so that at the present moment there are

only three vessels remaining to do the whole coasting work. I gather that you will build a schooner in Nova Scotia and as I understand that boats are built there cheaply I would very strongly urge that you should take the opportunity of getting 6 boats suitable for rafting wool. They should be built as strongly and of the best procurable material. I ask for 6 for the following reasons:- each schooner ought really to have her own three boats for rafting wool - the strain on them for this work is very great, and there should always be a spare one which could be repaired on the slightest sign of straining. As things are we have no chance of repairing - the schooners have no time in Stanley and the repairs are put off and put off until the boat will scarcely float and repairs have by that time become costly. Another thing, we never have a chance to paint, which is such a preservative, but with one spare boat we should be able to keep them all in proper order. The advantages have now been proved in the case of the Fortuna which now has three, one having been purchased from the wreck of the "Clarence S. Bement". The Lafonia's boats will not hold out very much longer, and if she is to do her harbour work quickly she must have boats to do it with. I trust therefore that you will endeavour to get 6 made - they should be double enders, 26 feet long, 6 feet beam, to row 5 men, Carval built.

7. Par. 8. The Admiralty account is no doubt correct. In making up our charge for landing ex "St. Hubert" I obtained a rough measurement of the drums of oil and cotton waste and worked out a tonnage. Evidently I had overestimated it and they have made a corresponding reduction.

8. I am sorry to report that during the stiff breezes we have had of late, the Lafonia's sails have suffered so severely, that I have to ask you to send out a new suit right through. I have reported on these before and we have done a good deal of repairing. We find it really does not pay to put much new canvas in a sail as the old stuff will not stand it, and on the whole it is much more economical to get new. The old sails are of

4.

course useful for hatch tarpaulins etc. which are constantly wanted. During her last trip the mainsail split right across the reef parts. There is no doubt that the sails have been stowed away in Liverpool without being properly dried, with the result that the canvas in parts has rotted.

9. The hooliganism in Stanley does not seem to decrease - during the night of the 19th September an attempt was made to set fire to the Fortuna - all the crew had been paid off that morning, and no one dreamed that there was any risk of such a black guardly attempt. Since then I have had a watchman, and will continue until she is in commission again at the end of this month. I offered a reward of \$25 and the Governor offered a like amount - the sum of \$50 has not however tempted anyone to inform.

10. We have a sudden demand for a lot of cement, and I have included in my cable a request for 50 casks.

11. I observe from Mr Allan's report to you by this mail that he is anxious to have a spare follower for Goose Green and Darwin. When he discovered one that would fit, he suggested that

I should not ask for a new one to be sent, and I therefore cabled "Cancel follower". It seems extraordinary that such an article could be lost, but up to the present the Valparaiso people have not found it - I will write by next steamer and ask them definitely if there is any prospect of our getting it and if not I assume that a new one had better be sent, the cost being claimed from the P.S.N.C.

12. I enclose a copy of a letter from Lloyds on the subject of the establishment of wireless telegraphy here, with a view to communicating with vessels similarly equipped, together with a copy of my reply. If the P.S.N.C. would supply their steamers with the apparatus it would be a tremendous boon to us.

13. I received from Messrs Bischoff & Co the preferential lien executed by Mrs Williams in our favour, and have sent the same for registration. I was fortunately able to obtain from Mrs Dean a copy of the Port Stephens balance sheet for 1904, and this has enabled the Governor to verify the value of the late Harold Dean's estate without referring back to Mr Carpenter.

The re-sealing of his will can therefore be proceeded with.

14. I have not yet been able to see Mrs Ryan as promised in my despatch 573-6, owing to her having been too unwell. The matter will not be overlooked.

15. Mr Sydney Miller allowed me to copy a letter which he received from Mr Ernest Hobbs on the subject of salting legs of mutton instead of passing them through the digesters. Mr Miller has forwarded the original letter to Mr Blake by this mail I have forwarded a copy to Mr Allar and he informs me that he may utilise the services of Peddeman to salt some this season. Peddeman is the purchaser of the casings at Goose Green and goes out there to work again this season. If we find that salting the legs is likely to be profitable, we ought I think to have a sailing vessel to ship direct to Copenhagen or Hamburg, and we might possibly arrange to ship the tallow at the same time. We could always fill a sailing vessel outward with rough cargo; for salting legs we should require a lot of barrels and a large quantity of salt every year.

16. The German Ship *Emilie* reported in my last despatch came into the inner harbour on September 16th. I enclose copy of report of survey. We estimated that the repairs would run to £500, and I cabled this to you via Sandy Point. The repairs are proceeding satisfactorily and will be completed in three weeks time. I am inclined to doubt if £500 will cover her account, but could not get the Captain to wire more to his owners.

17. The *Bacon Rock* reported in my last despatch came into the inner harbour on September 16th. The survey held on the 18th disclosed that her damages are much greater than we at first anticipated. From the copy of the report enclosed you will see that she has been very severely strained, and requires extensive repairs. The Underwriters are evidently somewhat concerned about her, as I received a telegram from the London Salvage Association asking for more particulars of damage and estimate of cost, and requesting that if possible she should avoid discharging cargo. I think it as well to send you copy of my reply. So far as we are able to estimate at present, the repairs will run to £2000, and will take quite another two months.

18. The British Barque Deudraeth Castle Captain Jones bound from Shields to Carrizal with a cargo of coal was sighted making for the port on September 15th. The Plym went out to her with Arthur Biggs on board; he ascertained that she wanted lifeboats and knowing that we had two bought at auction from the Sixtus, decided to risk going on board in order to get the vessel to come to Stanley. He boarded her four miles outside the Heads and succeeded in getting the ship off William Point, when the wind came from the South West. The Captain determined to abandon the attempt to get in here and go to Monte Video, and Biggs therefore had to leave the vessel. Captain Jones squared away but during the night the wind came from the North East and he determined to try Stanley again - the LaFonia returning to Stanley was able to "lead" him in to the inner harbour. Lifeboats and canvas were supplied, ironwork repaired, and she left on the 3th instant. I enclose the Master's draft on the owners for \$512.9. 4. She had already put into Monte Video with cargo heated.

19. The Daisy arrived on September 16th- she was placed alongside the West Jetty on the 19th and commenced discharging on the 21st. We have about 400 tons on shore in the sheds, and about 200 in the Praecis. We placed this hulk alongside so that she could discharge cargo whilst our men were occupied in landing cargo from the outward mail. She will require about 120 tons of ballast before leaving for Barbadoes.

20. The British Barque "Kirkhill" Captain Howell bound from Liverpool to San Francisco with a cargo of pig iron and coke was sighted making for here on the 22nd September. Between 1 and 3 o'clock in the afternoon, the vessel was laying up for Port William close along the South shore of the Islands and struck heavily about a quarter of a mile to the Eastward of the Wolf Rock. In less than five minutes the ship filled, and sunk to the level of the bulwarks. One lifeboat floated out of her immediately, and all hands took to this boat; an attempt was made to row ashore, but owing to the strong wind blowing they were compelled to abandon the attempt, and remain under the lee of the ship. The Fortuna was fortunately in the Harbour, the crew

having all been paid off that morning. They were hastily got together with other volunteers and within 55 minutes she was at the scene of the wreck and brought all the crew and the boat back to Stanley that evening. On the 25th the Captain and Officers went out in a cutter to try and salvage some rope and provisions from the forepeak, but were not able to get alongside. The boat and wreck were sold by auction on the 2nd instant, the nett proceeds being £17. 8. 3. The main and mizen masts disappeared within 6 days, and the foremast and bows a few days later. An official enquiry has been held, and the Master exonerated, as the chart does not indicate any reef so far to the Eastward of Wolf Rock. I advanced Captain Howell funds to pay off the crew and other expenses, and enclose his draft on the owners for £103. 16. 7.

21. Yesterday afternoon (9th) a four masted vessel was sighted, and Captain Howlands went out in the Plym to pilot her in. He succeeded in getting to an anchorage off the Lussac Islands about 4 p.m.. The vessel turns out to be the British 4 masted barque "Gunford" Captain Gomin, bound from Port Talbot to Iquique having lost sails. He requires rope and canvas.

22. Please note that the Plym went outside Cape Pembroke on September 15th for the Deudraeth Castle, and also on October 9th for the Gunford.

23. This influx of shipping has demonstrated that there is no lack of pilots at a pinch. Patchliff piloted the Emilie; Biggs, our foreman carpenter, the Deudraeth Castle; Euse, our foreman navvy, the Beacon Rock; Berntsen, our sailmaker, the Daisy; and Howlands the Gunford.

24. I regret that I am unable to send an account of the amount due by the Admiralty in connection with the Sofala coal - some other subjects I have also had to postpone as I have been confined to the house for the past three weeks, and the Doctor holds out no prospect of my being able to go out for another week yet. Owing to this I am compelled to close the despatch early this morning, as the mail closes at 1 pm.

25. I cabled you on the 29th ultimo as follows:-

8.

EMILIE MARZEARON FORMERED DEUDRAETH CASTLE MARZEARON MANCHARIA
BORNED SOONITRAZZO SERVANT.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES.- (Originals per Orita, 13th September 1905)

Store Indents No 354
Mr Allan's report of September 9th
Insurance on Produce Return No 58
Coasting Insurance Return to September 4th
Remarks on Stores
Remarks on Accounts
Statement on Accounts
Copy letter to P. E. Cobb Esq.,
Specification and Bills of Lading per Orita.

ORIGINALS.-

Copy of Stanley Cash Book for August
" " Journal " "
Cash Vouchers, East and West Stores.
Store Indents No 355
Remarks on Stores
Bk. "Daudraeth Castle" Accounts
1st of Exchange No 2399 on R. Thomas & Co for \$512. 9. 4 and letter of advice.
Sale of Exchange No 2400 on Secretary of State, U.S. for \$ 137.84
" " " 2401 " " " 7 5.00
" " " 2402 " U.S. Treasury " 311.38
Late Barque "Kirkhill" Account.
1st of Exchange No. 2404 on Joseph Steel & Son for £103.16. 7 and letter of advice.
Ship "Beacon Rock" - Survey Report.
Ship "Emilio", - Survey Report.
Bk. "Daudraeth Castle" - Survey Report and Final Survey Report.
Shipping Report
Insurance on Produce Return No. 59
Coasting Insurances to 2nd October
Mr Allan's report of October 6th and enclosures.
Stanley Vages Return to 30th September
Copy of letter to London Salvage Association re "Beacon Rock".
Copy of correspondence with Lloyd's re Wireless Telegraphy.
Copy of letter to P. S. N. C., Valparaiso.
" " " Liverpool.
" " E. Pinto Basto & Co.

Remarks on ~~Stores~~ Accounts

Statement on Accounts

Specifications:-

	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
F	25		
F	37		
J. B. B.		25	
A. V.	10		40

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GALICIA.

Limited.

November 7th

05.

Sir,

I wrote last per Panama which left on the morning of the 11th October and have received on the 26th ultimo per Oropesa your despatch No 1000 and telegram "Fictionist Gunford Designar."

2. 1000-2. The payment by the P.S.N.C. of the cost of the extra labour on the Galicia is very satisfactory. It is only right to note that they act quite fairly on all questions of labour - you will observe from our accounts that there is almost always a small charge for labour representing the cost of overtime.

3. Par. 5. The Governor quite recognises that the cost of iron poles for the Telephone is absolutely prohibitive - so far he has not heard from the Colonial Office if the grant-in-aid of £500 is approved, and it is more than probable that they will not sanction it. I think myself that the extension to the West Falkland is a very long way off - the expense would be enormous, and judging from what the Governor tells me, the Colonial Office is in favour of economy in every direction. It is unlikely that the West Falkland farmers will agitate for an extension to the West, for every year the number of resident owners decreases, and they have not the same interest therefore in rapid communication with Stanley as might have been the case 10 years ago. I assume that we shall have to ask the Governor to secure wayleaves for the poles by legislation, and before doing this he may wish to have some agreement with us to secure a right to pass public messages along our line.

4. Par. 9. I am very glad to learn that you will provide some passenger accommodation in the new schooner - the Fortuna and Lafonia up to September 30th this year have earned £ 165 and £175 respectively for passages exclusive of services taking our own people out to the Farm. I know that we do at present provide

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

3.

much better accommodation than formerly, and think that it is only right that we should go ahead a little in this way- people travel more now than they used and the passage money in connection with the mail service is worth having.

5. Par. 14. As the Gaelic is likely to be late I hope to be able to make out the Admiralty account for hire of hulks etc. discharging the Sofala and send the same in a supplementary despatch..

6. Par. 15. I hope to hear that Trinity House may purchase the plant, but if not, I think we might do better to ship it right home, rather than attempt to dispose of it at Monte Video. The freight to that Port is 50/- (just as much as to England per cargo steamer), and we should have to pay a heavy duty on it; if ever we ship tallow or salted legs of mutton by a sailing vessel, we could send it home very cheaply, and should probably obtain a better price for it.

7. Par. 18. Your remarks on the subject of the new schooner are most interesting, and I am very glad that the question of an auxiliary engine has been considered so fully. We shall have to do our utmost this season with the two that we have, and owing to the high price of wool at present I know that all farmers will be dunning us to get their wool home early. I am glad to say that all our stations are now provided with stores required for shearing, and we shall have got through all necessary work so that the schooners can devote all their time to wool collecting.

8. Par. 19. The Samson returned here at 8 a.m. on the 14th October, having done the journey in 5 days and 2 hours. There was a marked decrease in the coal consumption, and when running with Welsh coal obtained from Wilsons, she burned only $2\frac{1}{2}$ tons per 24 hours, which is very economical. I enclose a certified extract from her logbook showing the period during which she was laid up for repairs. I received copies of the accounts from Morton by the Oropesa, but owing to my having been compelled to make up arrears of work due to my absence from the office, and having four ships here to repair, I have really not had time to go into the accounts. I shall no doubt receive your remarks and queries

3.

shortly. The Gaelic will probably be late, but one has to be ready on the due date; if I have a spare day or two I will endeavour to go into the accounts.

9. Pers. 20 and 21. The price of wool is simply wonderful, and is apparently likely to keep up to a good price, though not perhaps up to the present inflated figure. Bender's debt is now under £200; the fact is, as you say, the place will not realise enough to enable him to live. There are three tracks in constant use passing through his land, and he cannot keep enough stock to make the place pay. The freight on his wool is an enormous figure proportionately, as he cannot press it into a reasonable compass. The only cash in his account is for export tax and rent, and the stores supplied are only the absolute necessities of life and material for his work. I asked Governor Grey Wilson whether on the expiration of his lease of Peninsula Farm he would not throw it into the Common, and he replied that he had recommended that course in the cases of the Peninsula and Bender's farms.

10. Pers. 21. The Governor sent me the despatch he had received on the subject of tallow- I hope to hear that the question has been threshed out. Meantime we have nothing to complain of as regards the price our tallow is fetching.

11. Mr Girling arrived in the Oropesa and has resumed his duties.

12. We have now received new local registers for all our vessels; I raised the question as to whether fees were payable here, and eventually wrote to the Registrar officially about it. It is somewhat amusing; I recollect myself when in the Government office in 1891, the Richard Williams's port of registry was transferred. Mr Sanguinetti, Acting Registrar, wanted to scoop a fee for himself for the work, but we could find no scale of fees payable. Eventually he charged £1, as he argued that if he charged more he might have to disgorge it. Evidently this has been taken as a precedent, and you will see from the Registrar's letter that they do not seem to be able to find any ~~precedent~~ authority for a charge and have written home about it.

13. The Governor received instructions to amend the Stanley

rating Ordinance; during the discussion of the measure, at which I was unable to be present, some members agreed that our stranded hulks at the ends of the jetties should be rated as we stored merchandise there. They say that if we did not have these we should have had to have other warehouses on land which would be rateable. The Governor came to see me about this, hoping that I could be present at the discussion, but even if I had been able to go, it would not be etiquette to vote as it is a question affecting only the Company. We talked it over and I said that my reply would be that hulks could hardly be rated for roads and drains under an Ordinance affecting the Town of Stanley, and moreover we have paid heavily for the privilege of erecting jetties for storing and loading goods. I added that the Ordinance might as well be passed, and we could if we thought it worth while, raise the question as to our hulks separately. If rated, we should pay about 25/- to 30/- a year, and I would like the Directors to say whether it is worth while to demur. The matter would have to be decided by the Colonial Office, and as we are at present getting on so well with the Government people generally and have at different times said that we are quite ready to bear our share of taxation, the Board might consider it politic not to raise objection for the sake of so small an amount. I will not therefore write anything until I have your instructions.

14. You will recollect that soon after the P.S.N.C. accepted the mail contract, several of their Captains urged that a buoy should be placed at the edge of the Forth Shoal. The Antarctic Yacht "Scotia" left a buoy here, and I suggested that the P.S.N.C. might like to purchase it and lay it where they liked; they did ^{not} come to terms and the Governor has since asked the C.O. to let him purchase and lay it down. He has now received a reply that the C.O. do not wish it done. He adds that it seems extraordinary; the P.S.N. captains who use the port every month (really twice a month) desire it, whereas the Admiralty who send a ship here once a year (if as often) should be averse.

15. A.M.S. "Sappho" is expected here at the end of this month and three ships from a cruiser squadron some time in January.

16. The Daisy finished discharging her cargo on October 17th, and got in her necessary ballast about four days later. Since then she has made a couple of attempts to get out of the Harbour, but is still waiting for a wind; she proceeds to Barbados. I enclose copy of her accounts; after having closed these I received a letter from the Collector of Customs demanding 10/- which by inadvertence had not been charged to the Master for services of Customs Officer. Possibly you may be able to collect this from the owners. The Governor purchased 60 tons - we put this in bags (partly supplied by him) and delivered it at 48/- per ton, which is just a little under the cost of their coal if shipped out by mail steamers.

17. Browning, who has been in the Company's service for 26 years, is leaving next March. Served from December 24th 1879 to March 1892 @ £7 per month with right to passages home. Passages granted during that year, and agreement renewed @ £7.10.- per month without right to passage back. Has served from Oct. 13, 1892 until now at that rate of wages. He asks whether in consideration of his length of service the Company would "assist him in his passages home. The cost of three steerage passages is £42. I assume that if the Board are willing to do anything for him it would take the form of a small gratuity on leaving.

18. The German Barque "Paul Isenberg", Captain Janssen, with general cargo, from London to Honolulu was sighted on October 30th. The Samson went out to her and passed a hawser. A strong wind was blowing from the North West; but abreast of Sparrow Cove the wind came down in gusts, and the Samson with 140 lbs of steam could not hold her. Both the tug and ship anchored until the wind moderated, and she was towed in at 7 that evening. From the report of survey enclosed you will see that she has damage to ironwork aloft, stanchions, and bulwark stays. The deck requires caulking, hatches must be repaired, and she wants ~~six~~ sails. We have started on the latter, and hope to commence the ironwork and carpenters work in the course of a day or two. We estimate that the repairs will take about five weeks. Before the mail arrives I hope to be able to form an estimate of the probable cost and

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cable the same to you.

12. The "Daisy" managed to get out of the harbour early this morning.

GUNBOAT. The repairs are now completed, and provided the Captain has no further trouble with the crew, should sail in two or three days. We may possibly be able to get the accounts home by the "Gaelic".

EMILIE. Should complete her repairs in a week or ten days.

BEACON ROCK. Repairs are proceeding satisfactorily, and at present we see no reason to alter the time and cost, namely ten weeks and £2500.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Duplicates (Originals per "Panama" October 10th 1905)
 Despatch No 277
 Copy of Stanley Cash Book for August.
 Copy of Stanley Journal for August.
 Store Indents No 355
 Remarks on Stores, and Replies to Remarks.
 Second of Exchange No 2399 on R. Thomas & Co for £512: 9: 4
 do 2404 on J. Steel & Son for £108: 16: 7
 Barque "Tundraeth Castle" Accounts.
 Late Barque "Kirkhill" Accounts.
 Insurance of Produce, Return No 52.
 Coasting Insurances to October 2nd.
 Mr Allan's Report to October 6th.
 Stanley Wages Return to September 30th.
 Remarks upon Accounts.
 Statement upon Accounts.
 Letter to F. E. Cobb Esq
 Specification & Bills of Lading per "Panama"

ORIGINALS.

Copy of Stanley Cash Book for September.
 Copy of Stanley Journal for September.
 Cash Vouchers, East & West Stores.
 Store Indents No 356.
 Remarks on Stores and Replies to Remarks.
 Draft No 2407 on National Bank of South Africa Ltd. for £9: 0: 3
 Mrs Dean's cheque on London Joint Stock Bank Ltd. for £100.
 Stanley Ledger Balances to September 30th.
 Coasting Insurances to October 27th.
 Insurance on Produce, Return No 60.
 Bar "Daisy" Accounts.
 Camp Wages Return to September 30th.
 Mr Allan's Report of November 3rd. and copies.
 Falkland Island Postage Stamps, as requested, value £1: 2: 2.
 Surveyors Report on Barque "Paul Isenberg"
 Average Statement (Oravia) returned.

ENCLOSURES - Continued.

Certificate re "Samson"

Copy of correspondence with Registrar of Shipping.

do. with Clerk of Legislative Council.

Copy of Letter to Mrs G. P. Smith.

do. to Pacific S. Nav. Co. Valparaiso.

do. to Messrs Pinto Basto & Co, Lisbon.

Remarks upon Accounts, and Replies to Remarks.

Statement upon Accounts

Shipping Report.

Letter to F. E. Cobb Esq

Letter to Mr P. D. Hogg.

Specifications:-

Wool. Sheepskins.

D.H.	3	16
G.C.		121
F.I.		18
F.S.		4
Heart.		3
J.H.D.		41
H.C.C.	2	4
S.		8
J.E.		12

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R.M.S. "Gaelic".

November 9th.

05.

Sir,

This steamer arrived today at 7 a.m., and will take all the produce we have. Being King's birthday it was difficult to get the men together, and she will not be able to get away much before 5 p.m.. I have received your telegram TRAUTA.

2. I regret that I have not been able to make up an estimate of the probable disbursements of the "Paul Isenberg". Her account for labour and materials on the repairs will amount to about \$400 the Captain has not yet decided how many sails he will have made on shore, and without this one cannot say what the expenses will be. If he has all the sails replaced I gather that \$800 - \$900 would cover his disbursements.

3. The Master of the "Gunford" has not yet settled his accounts, though I should have much liked to have sent his draft home by this mail. He will sail in a couple of days if the wind is favourable, and his account will come to just about \$900.

4. The sheepskins per GAELIC will probably reach Liverpool about December 7th, and if promptly sent to London might catch the December sales. I have asked the P.S.N.C. to forward them as soon as possible, and thinking it may be of some advantage to you to know they have been sent, I cabled you the number of bales.

5. I have received from Messrs Stubenrauch a copy of your wire to them enquiring if the SAMSON had arrived, and a copy of their reply to the effect that they had private information that she had not. I have therefore cabled you now that she arrived on the 19th. I gathered that her departure was cabled from Monte Video, and did not think it necessary to cable via Sandy Point that she had arrived.

6. I have cabled you by this mail as follows:- FEDERAL PAUL

ISENBERG PELUEGERS BREMEN SAMSON OBSTANTE GAELIC ROSTISTEIS
SHEEPSKINS

H. B. Cobb Esq.
Managing Director,

I am, Sir,

ENCLOSURES.

Supplementary statement No. 35A

Part No 248 on N.A. Missionary Society, 293:11:7

The account of N.A. Missionary Society's Account to Sept. 30

Amount due Jackson's list.

Sept 30 1891. 1891. 1891.

Statement of account.

Sept 30 1891. 1891. 1891.

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Oravia

LIMITED

December 5th

05

Sir,

I wrote last per "GAELIC" which left here on November 9th, and received, on November 23rd, per "ORITA", your despatch No. 1001 and telegram COCHEABA ISENBERG SCONDETO LONDON MARZEAPON DESHORADO TAL/DR/SIE PEANIM/MOS.

2. 1001-4. I enclose a copy of letter from Messrs Bischoff and Co., also a copy of my reply. In their letter to you of July 28th they stated that the following was required:-

(a) To search the registers for title and incumbrances.

(b) To see that Mr Harold Bean's Probate is resealed and registered under Ordinance No 12 of 1853.

(c) To see that the Transfer of Mortgage is duly executed and ~~sealed~~ registered.

(d) To see that satisfaction is entered of the old preferable liens, and execution and registration of the new Mortgage on the stock.

(e) To report to you by cable as speedily as possible.

(a) has been carried out, and no further incumbrances have been disclosed. (b) I find that this has been done. Some days ago I enquired if the papers were ready for Mr Turner and myself to attend to the resealing of the Probate, and was informed that it had been done on October 3rd, and all papers returned to Mr Carpenter.

I felt some doubt as to (c), for in your despatch 998-14 you informed me that there would not be a transfer of the old Mortgage, but "a new one will be executed, and you can disregard so much of our Solicitors requirements as relate to the transfer." I gathered from that that you would have sent out some fresh deed, but Messrs Bischoff's letter to me by the

F. E. Cobb Esq.

Managing Director.

same mail was subsequent to the date of your despatch, and the deed docketed "Transfer of Mortgage debt", dated August 5th has now been executed by myself, as Attorney for Mr W.M. Dean in his capacity of Executor of the late Harold Dean, and will be registered here. The Registrar fears that he will not be able to complete it in time for this mail.

(d) The Registrar has made an entry of satisfaction of the Preferable Lien of July 19th 1877, - no copy of that of July 1st 1875 can be produced, and you will see that Messrs Bischoff think the entry may remain. (Vide their letter, Oct 25) The new Preferable Lien dated August 22nd last has been registered.

(e) I have not considered it necessary to report by cable, - I imagined that as the Mortgage debt had been paid to Mr W.M. Dean without waiting for registration of documents here, any necessity for haste had disappeared.

3. Par. 6. You will see from Mr Morton's account that he has charged commission at $2\frac{1}{2}\%$ on the "Samson's" account, amounting to \$231.92 I have informed him that I must defer paying this until I have received your sanction. I expect by next mail to receive your queries on these accounts. We cannot set about putting in the new crank shaft until these ships are away, as all will require a tow out.

4. Par. 9. I enclose a copy of account of expenses in connection with the "Sofala" coal, which has been sent to the Naval Store Officer here. You will see that I have charged hulk hire at so much per day for the coal stored in hulks, lighterage on coal landed by the Naval Works men, and $7/6$ per ton on the amount which our men put into the sheds. The total amounts to £1194:19:0.

5. Par. 13. The omission to charge commission on the Port Stephens account is noted, - we will rectify it in the next half-yearly account.

6. Par. 14. I hope to hear something from Valparaiso by this mail as to a cargo steamer in January, for the March sales. As these are somewhat later in the month than usual

there will be more time for collecting wool.

7. Par. 16. Undoubtedly the Governor has taken too pessimistic a view in the matter of produce being shipped in foreign bottoms, and I admit I have perhaps encouraged him in this. It was not fair that other vessels should be allowed to call at any ports round the Islands without some restriction. Here in Stanley we have all the irksome regulations of the Customs Ordinance, whereas other vessels were practically free to do what they chose. As regards Waldrons, I suppose they will continue to send their vessels for the produce as it seems to be a case of wheels within wheels. Mr W.M. Dean will be here in January to go across to Port Stephens, and I shall hope to have a talk with him on the subject of the collection of Port Stephens produce. My relations with Mr. Hennah have been very cordial indeed for the last few years, and if Mr Dean does not require to have all his produce home too early I have no doubt that we can make satisfactory arrangements with him. I am dealing with the question of reduction of freight in a separate paragraph;— if we are able to quote 38/6 and ~~5%~~ we could do the Chartres produce at 40/- and 5%. This might fetch Mr Anson, and I will endeavour to discuss the question with Mrs Dean. The difficulty about the wool collecting is that so many people want to be first; if we have three schooners we can get a good lot in for the May sales, but some must wait until later in the year. No doubt many people here would like to see a steamer, but it is, as you say, purely a question of money, and those who shout the loudest are least willing to pay any more towards it. The Governor will, in the course of time, realize that there are only about 2000 people here; at present he takes himself and his job far too seriously.

8. Par. 19. The advance to Mr Bowen, the U.S. Consul, will be repaid through his account. He has a very high opinion of the Head Office.

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9. Par. 20. We have gone very thoroughly into the question of freight on wool, and have taken 1904 as a basis for our calculations, the weights for 1905 not being yet fully made up. In order to be quite accurate we have prepared and enclose a tabulated statement of the schooner freight earned on all the wool carried. I enclose also a statement of freight earned on sheepskins, and you will see that the schooner receives anything from 9½d. (D & S) to 10/1 (J.B.) per bale. As we pay on weight and charge on measurement the freight earned by the schooner depends upon the tightness of the bale. One can only therefore, calculate on wool in dealing with the question. The Return shows that in 1904 we shipped 2136 tons of wool at 25/- and 1884 tons at 30/-.

2136 tons @ 25/-	gives P.E.N.C.	£ 2670
1884 tons @ 30/-	" "	2826
4020 tons	" "	£ 5496 or 27/4 a ton

At present rates

2136 tons	gives 11/2 to Schooner & Shipping.	£1154:18:0
1884 "	" " 6/2 " "	655:17:0
4020 tons	gives " "	£1890:15:0
or 9/5 per ton, i.e. 7/10 to schooner & 1/7 to shipping.		

I had thought that our total return was hardly as much as 9/5, but it is, as you say, quite impossible for us to run the schooners on less than this. It has frequently been pointed out from Stanley, when sending the annual accounts, that the schooners can only just about pay at the present prices, and any reduction must result in loss. If we are to come down to an all-round rate of 32/6 and 5½, or 33/7 per ton, the P.E.N.C. must be prepared to bear the bulk of the reduction, and it is more to their interest than ours to do so, as they are making a profit which they wish to retain.

whereas we are not making any profit.

An ocean rate of 25/- would give us a return of 3/7, a reduction of 10d. from our present amount, which would mean too much loss to us. An ocean rate of 24/- would give us 2/7, an increase of 2d. The P.S.N.C. however, do not contemplate an increase for us, so we might take the medium, and say 24/6, which would give us 2/1 for our part of the work. We should thus lose 4d. on 2/5, or 3 $\frac{1}{2}$ %, and the P.S.N.Co would lose 2/10 on 27/4, or just under 10%. I certainly think that if we are able to offer an all-round rate of 24/6 and 5% we may cut out the sailers, and I hope that you may be able to induce the P.S.N.C. to come down to 24/- even, which would be a reduction of only 12% on their present figure. On sheepskins they should make a corresponding reduction, and give a freight of 56/- instead of 64/-.

There is a further point to be considered, but I assume that you would not think it necessary to draw the attention of the P.S.N.C. to it. We pay the full 30/- on our own wool, which in 1904 measured 1257 tons, and if the ocean rate is reduced we, as producers, will benefit as follows:-

1257 tons has hitherto given to Schooners

and shipping, 2 7/- per ton. £ 439:12:0

By readjustment of freight, it will give,

at 25/- rate, 3/7 per ton. 539: 2:3

an increase of £ 99:10:3

OR,

By reduction of ocean rate from 30/- to 25/-

P.S.C. benefits at the expense of P.S.N.C.

by 1257 tons @ 5/- 314: 5: 0

Farm benefiting @ 2 7/5 per ton 214:14:9

Schooners " 1/7 " 99:10:3 314: 5: 0

The nett result, if the ocean rate is reduced to 25/- will be as follows:-

6

Schooner return of 9/5 is reduced to 8/7, a loss of 10d.
 which on 4020 tons results in a loss of £167:10:0
 But F.I.C. benefits (as above) by £14: 5:0
 a net gain of 146:15:0

namely,

Farm gains	@ 8/5	£14:14:9
Schooners loss	167:10:0	
	less <u>99:10:3</u>	<u>67:19:9</u>
		<u>£ 146:15:0</u>

Therefore, even at a 25/- ocean rate the schooners will receive £88 less, and I hope to hear that you have succeeded in inducing the P.S.N.C. to come down to 24/-

One last point, the reduction of the gross freight will mean a loss of commission to Mail Agency on the difference, that is, on the above calculation, 5% on £466, equal to £23:6:0.

10. In your despatch 993-6 you informed me that on the receipt of particulars of cost of refloating and repairing the "Bosa Baker" you would instruct us how to deal with this. An account was sent, amounting to £256:17:0, but so far no allusion has been made to it. If I do not receive instructions from you before closing the accounts for the year I will charge Head Office one half, or, say, £120.

11. Three ships of the Atlantic Squadron are expected to visit Stanley from January 11th to 17th.

12. The Barque GUNFORD sailed on the 14th November, and I enclose the Master's draft for £849:15:4 on Messrs F. Briggs & Co.

13. The British Barque "CASTLE HOLME", Captain Holman, from Lobos de Afuera (Peru) to Antwerp with Guano, put in on November 18th, short of provisions. She was towed up Port William by the Samson for £30 only; we could hardly charge more, as she merely required some biscuit. She sailed again on the 21st; I enclose the Master's draft for £63:6:7 on the owners Messrs Hine Brothers, Maryport.

14. The British ship "M. E. WATSON", Captain Huggins, bound from Cardiff to Antofagasta with coal, put back on November 19th, with damages to the deck, deckhouses, boats and ironwork, also requiring sails. The Captain has cabled his Owners, and has decided to wait for instructions from them before effecting any repairs. This suits us very well as we have our hands quite full with the other three vessels. If he hears anything by telegram by this steamer I may be able to cable you the amount of credit required; until he makes up his mind what he intends to have done it is impossible to frame any estimate.

15. EMILIE. Our original estimate of the probable cost of repairs was based on the first survey report, but as the work has proceeded the Master has decided to have more done, with the result that I have had to cable for the credit to be increased to £750. The repairs were completed at the end of last week, and I fully expected to have been able to send his accounts and draft, and cable his departure. Unluckily his sailing boat ran ashore and stove in the keel and garboards so that he will be delayed for quite another week. In addition to this they dropped one of the standards from aloft and stove in the deck; I hope these further damages will not bring the cost of repairs above the £750.

BEACON ROCK. The repairs are proceeding satisfactorily, and may possibly be completed before Christmas.

PAUL ISENEBERG. I cabled you, via Sandy Point, that her expenses will be about \$800, which information was likewise given to the Owners by the Master. The latter is making some sails on board, others being made on shore. Repairs to deck and iron work are going on although not as rapidly as we could wish. We have, naturally, been compelled to divide the work between the three, and as the EMILIE is having extra work done this vessel's work is protracted.

I am, Sir,

Your obedient servant,

DUPLICATES. (Originals per "Guelin", November 2nd.

Despatches Nos 278 and 279

Copy of Stanley Cash Book and Journal for September.

Store Indents No 358

Remarks upon Stores, and Replies to Remarks

Second of Exchange No 2408 per 222:11:7

Stanley Ledger Balances to September 30th

Coasting Insurances to October 27th

Coasting Insurance, Return No 40

Mr Allan's Report, November 2nd

Remarks upon Accounts, and Replies to Remarks

Statement upon Accounts.

Specification & Bills of Lading per "Guelin"

ORIGINALS.

Copy of Stanley Cash Book and Journal for October.

Store Indents No 359

Remarks upon Stores, and Replies to Remarks

First of Exchange No 2406 on H. Bright & Co 2642:15:4

do 2410 on Hine Brothers 33: 5:7

Insurance on Produce, Return No 51

Coasting Insurances for November

Barque "Sunford" Accounts

Barque "Castle Helme" Accounts

Copy of account for admiralty coal on ship "Hafala"

Tables showing shipment of wool etc in 1904 (and press copy)

Mr Allan's Report, November 27th & enclosure

Copy of Surveyors Report. - ship "H.L. Watson"

Burnet's Average Statement, returned

Copy of correspondence with Messrs Biscoff & Co

Copy of letter to Messrs Hinto East & Co

Copy of telegram sent via Sandy Point, November 23rd

Shipping Report.

Remarks upon Accounts, and Reply to Remarks

Statement upon Accounts

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VICTORIA.

LIMITED.

2nd January

06.

Sir,

My last despatch left per Oravia on the 6th December; I have received per Panama on the 22nd December your despatches Nos 1003 and 1004, and per Lord Darby on the 29th your despatch No. 1002.

A. 1003-5. It is quite evident that we shall have to do with only two schooners during 1906. I quite agree that the P.S.N.C need not be too alarmed as to losing the contract; the Governor may by raising the question of a local steamer have done us a good turn and assisted towards the reduction of wool freight, and their anxiety as to the contract is instructive. If they will come down to an allround ocean rate of 24/- we can, as pointed out in my last despatch, quote a through rate of 32/- & 5% and make a small profit. We could then retain our rates on outward cargo to stations, but if they will not come down lower than 25/- we cannot make any reduction in this direction, and might even have to increase them in order to make the schooners pay. The coasting rates outwards have for many years been 15/- per ton to the West and 10/- to the East. Latterly I have charged Cameron 15/- as we do not get return freight, and to Guesnards 12/6 for although we have his return freight he purchases his stores from Williams. If coal were purchased on commission for Mr Cameron, it would be invoiced as follows:-

20 Tons (say) House coal c.i.f Stanley	41.10. 0.
Receiving & landing ex steamer @ 6/8	6.13. 4.
Customs entry and clearance	2. 6.
Storing and rent, say 3 weeks @ 1/6	1.10. 0.
Delivery to schooner @ 2/- per ton	2. 0. 0.
Fire Insurance, 1 month on £56 @ 25/-% per ann.	1. 2.
Freight to schooner @ 15/- per ton	15. 0. 0.
	66.17. 0.
Commission @ 5% on £41.10.0	2. 1. 6.
	£ 68.18. 6.

If Mr Cameron did all his business through us, we could of course make a reduction on this, but for stores purchased from Williams

J. E. COBB Esq I think we are justified in charging extra freight. Several
 London.

2.

clients have strongly criticised the above charges, and I should be glad if you would scrutinise the above and give me your opinion as to their reasonableness or otherwise. Goods bought from our own stores are f.o.b. the schooner, but if clients import their own, we are compelled to make fair charges as we have the risk of pilfering etc. and must be paid for handling their goods. You ask what clients I refer to as being likely to secede - I do not say that any particular clients would, but we have no guarantee that they will not. For instance, if either the London or Stanley Office had been asked a year ago what client would leave them during the year, I am sure that Dean & Anson's name would have been the last to be mentioned. In connection with this I would refer you to the enclosed copy of letter from Messrs Braun & Blanchard offering to take to England wood from either of our sections in the S.S. "Levert", which they are sending to England to be re-boilered. I had thought of not answering by this last mail, as I fear that having received our refusal they may make the offer to some other clients on the West Saikland.

3. Same par. I am sorry to hear of the advance in the tender for a new schooner, which I fear quashes the idea of building at Nova Scotia. She would cost, I expect, nearly three thousand to put in the water, and would run to about \$3,500 before she arrived here. I do hope that you will see your way to letting us have the boats; for loading quickly a scow is not to be compared with a couple of good boats lashed together fore and aft. A scow is unhandy - the schooner requires to be anchored within a reasonable distance from the jetty to enable the scow to be warped, for if there is anything more than a very moderate breeze it cannot be towed by a boat, whereas a boat raft can be rowed by four men against the wind. Again, to sling bales in a scow takes much longer than on a raft as some bales have to be lifted for the sling to be passed underneath, whereas on a raft they can all be rolled on to the slings. You refer me to the old days of the Fairy, Louisa, and Tilton, but can you

3.

compare the cases? Nowadays, we expect to raft off 20 bales an hour in a moderate wind, and with the deeper draft of the present schooners probably the distance from jetty to schooner is much more. The schooners now carry twice and thrice the quantity of wool, and unless we are able to load them as quickly as the smaller ones, we are not profiting much by their extra capacity. Or, to put it in another way, the boats used by the old schooners were sufficient for loading those schooners in one day; now we have schooners carrying much more, and to make them pay these ^{should} ~~too~~ ~~xxxx~~ be loaded in a single day. To do this we must have better boats, or as I have said, their increased capacity is not utilised to the best advantage. I know that six boats sounds a large order, but these would fit out all schooners completely, and last for years; each would have a spare boat, and all could be kept painted and in good repair. Certainly, as you say, if we were a shipping company pure and simple, we could not run schooners at present rates, and seeing the amount of work done by them and the fact that people are at present entirely dependant upon us, it is very disappointing that their earnings are not greater. We must, I suppose, regard them as a necessary adjunct towards making profit in other ways, such as sale of stores here and commission on the sale of produce at home, and also the fact that we are able to get all our own produce collected early in the year.

4. Par. 7. Mr Allan will no doubt deal with the question of salting legs of mutton; he is working shorthanded this year, but in spite of this the shearing is well ahead of last year. Reddeman is at present on the West Falkland, but Mr Allan may be able to get sufficient tanks set up to send home some sample casks; I am told that the meat should be shipped in casks holding about 200 lbs., something like a tierce of beef or pork. At present we have not any casks as small as this, and should probably have to utilise beer barrels.

5. Par. 11. The wool shipped by L. Williams was that which had been damaged by fire and water on the Great Britain. The sheepskins are butchery skins shipped by Martin, a Stanley private butcher, who purchases sheep from Greenshields.

4.

6. Par. 12. The Lord Derby arrived only on the 29th ~~ultimo~~ - we will do our utmost to get the lighthouse goods landed there without delay, but are considerably handicapped by holidays and shortage of labour.

7. Para. 14 & 15. It is indeed most difficult to gauge what a ship's disbursements will be; the Captain at first makes out that he requires but little - then as the work proceeds he decides to add more and more. One can never tell too how much cash he is likely to draw either for his personal use, paying off and shipping home members of the crew. The Emilie is a case in point - my original estimate has been utterly falsified, really through no fault of mine, but for reasons above described. I will endeavour to find out what the M. E. Watson's disbursements are likely to be, but here again the Captain cannot or will not make up his mind how many exist, if any, he intends to have made here.

8. Par. 16. - I did not send Mr Sharpe a copy of the correspondence with Mrs G. P. Smith, which is still going on. In September I told her that if Mr Smith did not send me in a cheque for what was due to him from the firm for salary and stores supplied to the war, I should be compelled at the end of the year to divide the Station balance equally between him and Mr Sharpe. He is now evidently waking up to the fact that he ought to do something, for a few days ago I received in an envelope without any covering letter an unsigned cheque for \$1300 dated 1st. January 1904 in Mr Smith's favour. I told Watson that if he could not get any satisfaction out of Mr Smith, he had better apply to the Court for a mandamus. The rumour that has reached you that Mr Smith when in Stanley is not sober after 8 a.m. is but too correct, and his being sober before that hour is only due to the fact that public houses here are not allowed to open before.

9. Par. 17. Owing to the late arrival of the Panama, the numerous holidays and the arrival of the Lord Derby, I have not been able to go into your queries on the Samson's accounts, but

5.

will do so as soon as this mail has left. We cannot but feel rather helpless in such a case as this has been, as it was impossible to go up there. I will sift the account as thoroughly as possible, but, even so, I doubt if we can get any return.

10. Par. 18. I am writing to Messrs Wilson Sons & Co by this mail as to the terms on which they would attend to the small business we have. I am sorry that Mr Cruickshank, who was Joint Manager at Monte Video, has gone to Rio. You have some special word to be telegraphed by our Agent at Monte Video whenever there is an extra opportunity of communicating with Stanley. I shall be glad if you will inform me what this word is.

11. Par. 1004-1. The Governor is very sore indeed with the C.O. on the Telephone question - we can only await further developments from home. I am glad that you have written to him that we might be forced to utilise the poles entirely on our own lands if the C.O. make the terms for wayleaves too onerous. There is little doubt that the C.O. are keeping a very tight hand on the Governor; they probably realise that they allowed his predecessor too much latitude, and Mr Allardyce is suffering in consequence. Then again, in justice to the C.O., one must admit that Mr Allardyce is somewhat impulsive, and tries to rush everything through at once without giving time for much consideration. For the present, I will store the poles in one of the hulks - the schooners will be far too busy to land them for some time to come.

12. Par. 2. A Mr Clarke came across by the Oravia to ascertain what could be done in the way of putting up a factory for dealing with "by-products". He asked if the Company would allow a factory to be put up at Goose Green, we, either selling sheep outright to them, or allowing them to take extracts from the meat. They would want a guarantee of 20,000 sheep a year from us, and hope to get a lot more from other farmers in the North Camp. I did not give him much encouragement, and he went to see Bonner, Cameron and Greenshields, promising to call again on his return before going back to Punta Arenas; I did not however see him. Mr Aitken's letter was sent to Mr Allan, who will

no doubt report to you by this mail; it seems to me that we should run a considerable risk in guaranteeing a large number of workers for a term of years, for if we have losses through bad winters we might cripple ourselves by being compelled to supply sheep. I quite agree that it is better to avoid risk of any labour troubles; we are luckily free from this here, with the exception of an occasional shortage, and the establishment of a factory on our land not under the control of the Camp Manager might lead to the introduction of strikes or agitations for increased pay.

13. Par. 3. Mr Oswald desires me to convey to the Board his warm thanks for their appreciation of the extra work that he has been called upon to perform during Mr Girling's absence on leave.

14. Captain Rowlands informs me that he must have a new staysail and foresail for the Fortune - In 1903 when at Monte Video you sent her a new mainsail and staysail, and in the same year a new foresail was sent out here. This has not worn very well, and there is a good deal of wear and tear on the staysail. Rowlands's are expensive, but their work is excellent and I hope that you will let Rowlands have their make as usual.

15. The Norwegian Whaling Expedition, consisting of the S.S. Ormen, Hauken, and Admiraalen, arrived here on 13th December. The Manager, Mr Alexander Lange and myself interviewed the Governor as to the conditions of whaling round the Falklands and South Georgia. Mr Lange left on the 22nd intending to exploit the waters round Weddell and New Island to ascertain if there are any whales there. After that he proceeds to the South Shetlands, and if unsuccessful there will go to South Georgia, hoping to return here about next March. They would like to lay up the two smaller vessels somewhere in this part of the world instead of steaming home, but it must be at some port where they could be cleaned. Mr Lange would prefer to make use of Stanley for this in preference to Buenos Aires, and says that if they have a good season and good prospects his company might consider it worth while to construct a small slip here. Mr Lange obliged

obliged to by calling in at Fox Bay to land the outward W.F. mail. He had a few stores, and required cash for pilotage etc.. I enclose his draft for \$44.19. 8 on the Owner, Mr Christensen, Sandefjord.

16. The registration of documents in connection with the Weddell Island mortgage has been completed, and I now send you:-

- (a) Copy of transfer of Mortgage Elder & Williams to Dean.
- (b) Copy of Preferable Lien on Livestock, June 19th 1877.
- (c) Acknowledgment by Mr W.M. Dean of satisfaction of above.
- (d) Letter from Registrar - no further encumbrances.
- (e) Preferable Lien, Mrs Williams to P.F.C., August 22nd 1905.
- (f) Deed of Transfer of Mortgage Debt etc, August 5th 1905.

The Registrar points out that he cannot make any entry on the Register of the Seal of the P.F.C. on this last document unless it is again sent out when executed by them. I am informing Messrs Blackett & Co by this mail that all papers are being forwarded to you.

17. I enclose a copy of semi-official correspondence with the Governor on the subject of the cost of maintenance of the Lighter Telephone, and should be glad to know if you are willing to contribute anything further to the cost of repairs beyond what I have undertaken.

18. I regret that the Emilia's disbursements are considerably in excess of the increased credit. As previously pointed out, the Master has had more work done than contemplated when the ship was surveyed, has purchased a good deal of rope etc. and provisions, and has drawn more cash than we expected. The ship was towed out to Port William on the 30th, and I enclose his accounts and drafts on Messrs Wright Bros & Co. for \$750 and \$373.18. 5.

19. The repairs to the Beacon Rock are proceeding satisfactorily, and we hope that she will be ready in a week or ten days. I fear that her disbursements will exceed \$2000. The repairs to the Paul Isenberg will be finished soon after the Beacon Rock, and I trust that we shall be within the limit of her credit. One never knows, however, what debts the Master has

contracted round the place and how much cash he is likely to draw just at the finish.

20. The Master of the "M.E. Watson" received a telegram from his owners to proceed with the work, and has decided to have four sails made here. The amount to be done is considerably more than I had thought- the Master wishes to have the decks caulked completely; he says that on his two last voyages he had carried sufficient oakum for this, but had not been able to do the work. The lanyards on all three masts require renewing, and he wishes this done by shore labour as he does not think his crew can manage it. I hope, however, to persuade him to get the bulk of this done by his own men, as for one thing we are short of labour, and in addition to that, it would run his labour account up to a very high amount. A lifeboat and gig require repairs, the mainrail is started, the deckstrees very badly damaged, requiring both repairing and caulking right through. All his ironwork is badly worn, some broken and a good deal to be refitted. If all this work is done here we estimate that the total expenses will run to something like \$2,500, and will take about ten weeks. We shall hardly be able to commence in earnest for another two weeks.

I am,

Sir,

Your obedient servant,

RECEIPTS.

RECEIPTS (Continued) per CRAVER, December 6th 1905.)

Receipt No 240

Copy of Stanley Cash Book and Journal for October.

Store Indents No 589

Remarks upon Stores, and Replies to Remarks.

Second of Exchange No 2409 on F. Briggs & Co \$249:15:4

do. \$410 on Rine Brothers 63: 6:7

Insurance on Produce, Return No 61

Boasting Insurance for November

Copy of Barge "Gutford" Accounts

Copy of Barge "Castle Salma" Accounts

Copy of Account for Handling Admiralty Coal

Mr Allen's Report, November 27th

Copy of Letter to Registrar of Goods

Remarks upon Accounts, and Replies to Remarks

Statement upon Accounts

Specification & Bill of Lading per CRAVER

RECEIPTS.

Copy of Stanley Cash Book and Journal for November.

Cash Vouchers, East & West Stores for October. (Omitted last month)

Cash Vouchers, East & West Stores for November.

Store Indents No 590

Dr Jameson's Indent for Drugs

Remarks upon Stores and Replies to Remarks

First of Exchange No 2413 on Wright Bros & Co \$750

do. No 2414 do. 273:18:5

do. No 2415 Chr. Christensen 44:19:8

Second of Exchange No 2416 Sec. U.S. Treasury \$ 500

do. No 2417 Sec. U.S. State. 75

do. No 2418 do. 134.09

do. No 2419 Sec. U.S. Treasury 16.44

Mrs Dean's cheque on London Joint Stock Bank Ltd. \$100

Insurance on Produce, Return No 62

Boasting Insurance for December

ENCLOSURES (continued)

Copy "Huller" Accounts

Accounting Whaling Expedition accounts

Mr Allen's Report December 28th, and enclosures

Accounting Whaling Expedition accounts

Copy of correspondence re Lighthouse Telephone

Copy of correspondence with Brown & Blanchard re shipment of wool

Copy of letter to Messrs Hinchhoff & Co

Copy of letter to P. & H. Co. Valparaiso

Copy of letter to Messrs Pinto Basto & Co

Statement of rebate of freight due from P. & H. Co.

Shipping Report.

Reply to Remarks upon Accounts.

Statement upon accounts

See former inclosure, re Coal for Mr Cameron

893.

LIMITED.

ORISSA.

January 30th 06.

Sir,

My last despatch left per Victoria on the 4th instant, and I received per Gaelic on the 21st instant your despatch No 1005 and telegram "Penula Lardite Decentamos Abhalfterm Government".

2. 1005-2. The Governor was very pleased to learn that the C.O. had agreed to the proposal as laid down in your letter of December 7th, and we shall now be able to proceed with the question of wayleaves. I will do my utmost to get the poles out, and I know that Mr Allan will do all he can at his end, but it must proceed with the current work. I am compelled to keep the two schooners hard at it bringing in wool, and have asked the P.S.N. to send a cargo steamer about the end of March for 2500 bales. Mr Allan asked me to send out the Seal Cove fencing at once in order to cinch it immediately after shearing, and Mr Packe is occupied on similar work. Meanwhile, they may be able to proceed with a survey of the line of route. I should have been much surprised if your arguments in your letter of the 7th December had failed to convince the C.O.

3. Par. 3. Later on I will have the Admiralty crane overhauled and painted - I am sorry that Herring is not able to find any specification of it amongst the Naval Works papers.

4. Pars. 5 & 19. I thought it better to defer saying anything about the Samson and her accounts until I had received your remarks and until I had time to go fully into the matter. I have now gone thoroughly over the accounts with both Captain Thomas and Atherton; and append a separate statement dealing with all the items connected with the expenses on machinery and hull of the

F.E. Cobb Esq.,

Managing Director,

London.

vessel. As regards the remainder of the account, the Captain and Engineer could not remain in the cabin as the floor had to be taken up to draw the tail shaft. I know myself that there was no accommodation to be had on the Cerro side, as I looked round there myself when in Monte Video last March. The slipway people keep a launch running all the time for the conveyance of their own people, and both Atherton and Captain Thomas had the use of this. It was absurd for them to have gone to so expensive a place as the Hotel Oriental, and now that they have had to pay their accounts they are sorry. Captain Thomas informs me that Morton was engaged to the daughter of the proprietor, and told him that he could board there cheaply, and Atherton decided to go with Thomas, but they find they have to pay on their account \$ 249 and \$ 150 respectively in addition to the amount charged in the account. There is therefore no doubt that we are not paying for anything beyond the bare board. The item for board of crew, \$ 145.50, was only for the time the deck was off; they all lived in the fore-castle up to then, as this was not interfered with by the repairs, and to this sum should be added Moor's account, \$ 432.29, which is for provisions for their use. You mention also in 1003-17 that a quantity of paint seems to have been bought, but I can find only 7 tins of White Paint, \$ 13.30, which was used for painting the new deck in the cabin and fore-castle. We sent up a good quantity of paint and quite sufficient for the vessel, not anticipating this extra work. The lighterage account is made up as:-

322 ft. @ \$ 1.50 per 40'	32.47
Extra lighterage on boiler, 732'.3" @ \$ 5.00 per 40'	91.50
4 Towses of Samson @ \$ 4	<u>16.00</u>
	\$ 139.97

Presumably the charge for heavy weights is higher, especially as a strike was on at the time. I cannot altogether blame them for having the bunkers scaled and painted - we have done what we could in that way here, and you will recollect that in 1901 I sent home a sample of the rust scaled from the bunkers. This work can only be thoroughly done when they are quite empty, and they have

never been in that condition since 1901. We never know when a ship may heave in sight and to be any good at towing she must have at least 20 tons of coal in her- she really requires nearer 40 to keep her well in the water. Mr Barringer in his letter of September 30th 1901 remarked that " of course $\frac{1}{8}$ " of scale in the bunkers after 17 months is nothing at all unusual". He now says that if they had been properly cared for there would have been no occasion for scaling and painting. If $\frac{1}{8}$ " is nothing at all unusual after 17 months, surely when we had the opportunity of doing the work without having to empty the bunkers specially, it was not out of the way to spend \$3 to have it thoroughly done. You ask in 1900-19 if Atherton was aware that the machinery was in such a bad state as is alleged. - well yes, he knew to a great extent, but naturally the full extent was not disclosed until it was all opened out. You are aware that I have at various times reported defects, repairs and renewals, and this has been going on ever since we purchased her. We had never been able to take off the M.P. cylinder cover although he tried several times, and this cannot have been done for years. He knew that the tail shaft had dropped owing to the bushes having worn, and had put in a $\frac{1}{8}$ " liner at the foot of the M.P. rod; it was only on arrival at Monte Video when the tail shaft was drawn that he was able to ascertain how much it had really dropped. In my separate statement, I have detailed how much the brasses were out. When the tail shaft was re-set and the crank shaft repaired, all brasses had to be re-set as well, and the eccentrics ditto. The condition of the piston rods was very bad and the work on these has been expensive - they were so worn that they would not turn up. Atherton tried but failed. He had pointed out to me their condition three years ago- they were badly scored up and down; must have been heated at some time, and by working through bad and irregular packing became badly scored, the M.P. being the worst. The condenser tubes had been overhauled occasionally, and the worst renewed, but they had to put in 33 new ones at Monte Video.. The new Worthington Pump and fittings have been a heavy expense, and I asked if this could not have been done here. He said it would have entailed taking up

the dock on one side to have fitted it properly, as has been done in Monte Video. Atherton has told me more than once that the tail shaft ought to be drawn, but this has been impossible, and in the Annual Surveys the Engineer Surveyor has always had to reply to that question in the negative, adding that there is no slipway here and therefore impossible. We knew therefore that five years arrears of repairs had to be faced. I have talked over the question of the new crank shaft. The present one has been re-set and stopped up, and as it has been repaired, it seems a pity to throw it out of work at once without getting some more work out of it. When the Surveyor found that it had been well repaired, he told Atherton that he could carry 145 lbs of steam - he said he would give 140 on the certificate, but the valves were tight and she would not blow before 145 lbs. As a matter of fact when opened out full and running, the boiler will not maintain 150 lbs without the very best of coal. To put in the new crank shaft means spoiling over two months - the engines must be disconnected throughout, the old shaft passed through the stokehold and brought on shore to the shop, where the new one would have to be measured against it. The old eccentrics must come off to be re-set on the new shaft and marked off, key ways cut, new keys fitted etc. Then brasses would have to be refitted and valves re-set. This work as you know must be carried out with absolute precision, and we have only one man to do it. If we had two it would take less than half the time for there would be one at each end. Then again we cannot guarantee that Atherton would work at this continuously. Seeing that the present shaft would last over two years, it does not seem to be worth while to touch it for the present. It is quite time that the Plym was hauled up and her tail shaft drawn, and I hope to attend to this after the homeward mail. On the whole, I should say that it was inevitable that we had to spend a good deal of money on the machinery and boiler, but I must also say that to have been put to so much expense on the hull bulwarks and deck was an imposition. The cost in each case has been absolutely out of all proportion, but to make any remarks on this is only insisting on the obvious. So far as I can gather, both Captain Thomas and Morton endeavoured to get the Surveyor to modify his demands

5.

and the fact that they cabled to you about the deck~~x~~ proves that they did not blindly permit anything and everything to be done. The mistake seems to have been that some estimate of the cost was not insisted upon before commencing this work. Had they taken the Surveyor's report as a whole and ascertained what it really meant and cabled to you I think you would probably have restricted the survey to the machinery and boiler only, and left the repair of the hull to be done here. We could have had some special survey on that later. At the same time we must recollect that not a stroke of work could have been done here without delaying the repairs to the ships, and these repairs cannot be completed much before the end of March. Captain Thomas admits that the deck was bad, but until torn up the degree of badness could not be fully seen. I much regret that I was not able to go up myself, for I should undoubtedly have recommended letting the hull alone, with the exception of the rudder. The run to Berkley Sound with the Governor was useful as a trial trip - she ran very well indeed, quite smoothly and very fast. We left at 7.30 a.m. - went to Port Louis North, Port Louis South and Johnson's Harbour. We left the latter place at 4.30 and got back to the Dockyard Jetty just before 7.30, having done it in a little under 3 hours. The coal consumed during the whole day was under 1 ton.

7. Par. 3. I understood from the Governor that the Admiralty wish that a buoy should not be placed on the Porohh Shoal. Quite a year ago I suggested to the P.S.N.C. that they should purchase the iron buoy left behind by the Scotia and lay it down themselves but they offered only \$5 for it, whereas they had already been paid \$12 for its outward freight by the Iberia in December 1903.

8. Par. 10. The Board's decision as regards Browning's application for assistance towards his passages home has been communicated to him.

9. Par. 15. Norton shipped 120 kilos of Blasting Powder and 50 rolls Fuses by the Panama, - this had to be at once stored in the Magazine, and was eventually delivered at the lighthouse on January 10th. The Gaelic did not bring any further consignment; some $\frac{1}{2}$ ton of Shell Powder was bought by the Government at the

Naval Works auction, so that if Trinity House has not yet shipped the balance required they might save this expense.

10. Par. 16. There is evidently a great deal of uncertainty as to whether the salting of legs of mutton would pay; Reddeman has been round the West Falklands and has made arrangements for purchasing there casings and legs of mutton. There is a difficulty as regards casks, and he went to Sandy Point last mail to purchase and bring across old wine barrels. It is more than likely that the cost of these with freight etc. will be prohibitive.

11. Par. 17. The minimum length of boats for rafting wool should be 34 feet, as otherwise there is but little room for the rowers in the bow and stern of the boat. When asking for boats 19 or 20 feet long, I had in my mind the cost in England, and feared that if I asked for larger boats I might not get any at all. Knowing that boats are cheaply built in Nova Scotia, I thought that if you were willing to let us have these six, we might just as well have the extra length as the additional cost would be but slight, and I therefore suggested 26 feet, still we can do with 24 feet. The American whaleboats are really not strongly enough built for rafting wool - the raft has to support a weight of quite 3 tons, and the boats must have good timbers. In addition to this the usual whaleboat has rather too much shear. The boats carried by the Canadian Sealers are very small - they are very light and built somewhat like a canoe, the idea being that the two rowers (scullers) can overtake the seal without frightening it. They carry quite ten of these boats on deck, so you can realise that they are very light. I am sure that on consideration you will realise that it was quite impossible to carry out your suggestion in 1903-18 about the Hornet, which was that on the arrival of the new schooner (Lafonia) she should be cut down into a lighter. The Lafonia arrived in December 1904, just as the wool season was starting, and you will recollect that you impressed on me the necessity of collecting and getting forward as much wool as possible. The Hornet was naturally assisting in doing this, and was lost in the following April.

12. Par. 13. All hulks with the exception of the Glengowan were moored with swivels before Captain Thomas left for Monte Video with the Samson. The Glengowan has to be moved about a couple of hundred yards to the Eastward, and will then also be moored with a swivel. We have really had no opportunity of doing this as yet, for since his return we have had a continuous rush of work in every way. Ships have been here all the time, sheepstations have monopolised all the men they can get and yet they are short, and the navy gang is depleted for strikers in the Smithy and Sailmakers. Our working gang is now only 8 men including foreman navy, and we have frequently to work overtime to cope with the current work of landing cargo, handling stores and discharging schooners. We have in addition to this made 4 trips to the Lighthouse since the arrival of the Lord Derby - I endeavoured to get men from Monte Video, but was informed that all hands there were employed in laying the new electric tramways and were being paid \$ 1.40 a day. Hence none could be engaged to come here.

13. Par. 10. We have received the A.B.C. Code, 5th Edition, and future messages will be coded from this. The word "Certamenes" will be coded by next opportunity.

14. The matter of the salvage of cargo ex Chance by the Plym in January 1905 has not been forgotten; since Captain Thomas returned from Monte Video, Luchtemberg has been away from Stanley and the Governor cannot hear the case without his evidence.

15. The Canadian Sealing Schooner "Markland", Captain LeBlanc, put in on the 16th instant with 1026 skins, which he wished to ship from here. He had an interview with the Governor, and was informed that stringent instructions had arrived from the C.O. that the 10/- tax must be maintained. Captain LeBlanc offered to pay even 2/-, but the Governor's hands are so tied that the schooner had to go to Sandy Point. Naturally, the indignation amongst the people of Stanley is very strong indeed, and it is difficult to speak calmly of such idiotic restrictions. The decision of the C.O. is based upon verbal representations by the late Governor, who referred to the taking of seal at that time as objectionable, and also considered that the presence of the sealers in Stanley had a bad effect on the morals of the people. This latter idea is

entirely discountenanced by a sermon just lately preached by the Dean, in which he referred to the year 1905 as being the worst on record for drunkenness and immorality. During that year we did not have a single sealer here. Captain LeBlanc told me that there were enough seal on their sealing grounds to keep a fleet of sealers going for another 6 or 8 years, so that it is worth while to make a further effort to get the tax abolished. Captain LeBlanc required a few stores and cash, and I enclose his account with draft on Mr W. Mansie for \$33.

16. The Governor received instructions from the C.O. to place the item of revenue derived from the Sheep Tax "above the line" in the estimates. The effect of this would be that this would be merged in General Revenue instead of being treated as hitherto as a separate fund for a specific object. The Unofficial Members of the Council have therefore memorialised the Secretary of State on the subject, and copy of our letter is sent herewith.

17. The repairs to the Beacon Rock were finished on the 16th instant, and her accounts signed on the 13th. The Captain was anxious to wait for the outward mail in case any letters might arrive for him - she was towed out on the 24th and went to sea the same day. I enclose all accounts with the Master's draft on the owners for £ 2654. 1. 1.

18. A further auction of materials etc was held at the Naval Works on the 6th instant, and we made some satisfactory purchases. I enclose a list of some of the articles bought, including an excellent boat, 42 ft. long, decked, iron lined and coppered. We were run to a higher figure than I had anticipated, £95, but she will be of great service to us in many ways. She will hold six 400 gallon tanks for delivering water, and will be very useful for loading schooners, and also at mail times for passenger's luggage and mails. The bulk of this latter increases annually and at times it entails three trips of the Plym to get all brought on shore.

19. I am glad to report that we have made very fair progress with the landing of material for the Lighthouse. The Lord Derby left on the 4th instant, and we had a good deal of work to do to sort out their 200 tons into small lighters. On January 10th, the

Susan towed the down and succeeded in landing a quantity of
 stuff, and Captain Thomas laid down the two mushroom anchors. For
 this we had to provide chain as an insufficient quantity was sent
 from Trinity House. On the 16th instant, she went down again and
 succeeded in landing the crane. On the 19th instant, I sent out
 the light towing a boat with about a dozen more cases, and on the
 25th the Samson again went out with both lighters, landed most of
 the iron girders for the landing stage and other things, returning
 at 3 a.m. next morning. I am bound to say that the work of land-
 ing this material entailed more labour and expense than I had
 anticipated. Now that the crane is set up we find that the jib
 will not stand over the after part of the lighter's deck, much less
 the hold. We therefore have to put everything into a boat, and
 warp it close to the rock before the goods can be hoisted out by
 the crane. Our stern line carried away no less than three times,
 and the expense of providing rope at this rate will mount up. I
 assume that we are entitled to make a charge for the services of
 lighters, labour and Captain Thomas's services for laying down the
 moorings; this service should be worth quite £10. Mr Trerise is
 naturally anxious to get on with as much of his work as possible
 before the Winter, but did not seem to realise that I could not
 send the Samson and allhands to the Lighthouse about three times
 a week. On one occasion they could have landed more material, but
 Mr Trerise refused to receive it, and I enclose a copy of corres-
 pondence with him. There is still all the Cement and some other
 material to be landed, and by the Gaelic ten base plates weighing
 about 1½ ton each, and 6 cases of heavy ironwork were shipped out.
 Mr Trerise has asked me to store these for 5 or 6 months - I can-
 not leave them in the lighters and must therefore have them hoist-
 ed out on to the deck of the Great Britain. When quoting an all
 round price of 24/- per ton, I did not contemplate having this
 extra work, but I leave it to you whether to approach Trinity House
 as regards extra payment for storage or not. I suppose it is
 quite understood that 24/- is for freight ton, not tons weight only.

As to the repairs to the Sofala and Beacon Rock, the work
 was considerably protracted by our not having in stock what I be-

believe technically termed Box Iron, for repairing the rails. I have gone into details in Remarks on Stores, but desired to mention it here as I did not wish you to think that we are asking you to increase the stock of ship repairing material without good reason. I know only too well the case of the Bulb Iron of which a supply, still on hand, was sent out nearly 30 years ago. Not having in stock any Box Iron, which is shaped , we had to use two angle irons with a strip on top, so:- , and the time occupied by the Blacksmiths and Shipwrights manufacturing this was enormous. Even when completed, the repairs are only treated as temporary, and is little credit to us. I have therefore ventured to ask you to send out a small quantity if feasible.

21. I received by the Sarmiento on the 15th instant your telegram "Wool freight to be reduced 5/6, gross freight is 52/6 and 59/6. No reduction on sheepskins." This is good news, and will I am sure be welcomed by the farmers. I gather we shall still have the two rates for near and distant ports, 57/6 and 52/6, and the Bills of Lading per Sarmiento will be made out accordingly. I had hoped we should have been able to abolish these double rates. The loss to the schooners will be 5% of 1/6, or 1/12 per ton, a matter of about 2-5, and Wool Agency will lose 5% of £500, another 2-5, making a total loss of £50 only. Against this, we as shippers of our own wool save about £170 in freight, or there on the whole we shall benefit by about £150 per annum.

22. I beg to tender to the Directors my best thanks and appreciation of their consideration in granting me leave to come to England this year. As I should not wish to leave England before the midsummer holidays are over, I will not leave the Colony before March 23rd at the earliest, in which case I should be seven months away, and might find it desirable to wait till April 15th, which would give an absence of six months.

23. The Schooner "Beatrice L. Corkum" arrived here on the 26th instant with over 1200 sealskins on board, and like the "Larkland", will go to Sandy Point to tranship the catch.

24. The repairs to the Paul Isenberg are now finished, but the ship cannot sail without getting men from Monte Video. The

11.

second mate had an accident and had to go there for an operation, and a few days ago two men deserted. The Captain cannot sail with three hands short out of 13, and therefore proposes to send to Monte Video for hands. As usual, there has been considerably more work done than contemplated, and the account now runs to \$950 without commission. With the extra expense of getting men from Monte Video, and the detention of another fortnight I anticipate that the account will be quite \$1100.

25. The Hermione arrived on the afternoon of the 25th inst. and as she has only about enough room for our 1380 bales, it was necessary to stow carefully and the loading is taking a very long time. The Governor would not allow work on Sunday, and I anticipate she will get away on the 30th.

I am,

Sir,

Your obedient servant,

RECEIPTS

RECEIPTS. (Continued per VICTORIA, January 31, 1906)

Dispatch No 241

Copy of Stanley Cash Book and Journal for November.

Store Invoice No 240

Receipts upon stores, and Replies to Remarks.

Receipt of Exchange No 2413 on Wright Bros & Co, 2780

do.	2414	do.	273:18:5
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do.	2415 on Chr. Christensen	44:15:6
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Accounting Instructions for November.

Insurance of Produce, Return No 62

Ship "Exeter" Accounts.

Surgeon Chasing Expedition Accounts

Mr Allen's Report, December 28th

Replies to Remarks upon Accounts

Statement upon Accounts

Letter to J. D. Cobb Esq.

Specification & B/L per Victoria

RECEIPTS

Store Invoice No 241

Remarks upon stores and Replies to Remarks

Receipt of Exchange No 2416 on W. H. Hunsie 1 53: 0:0

do.	2417 on J. A. Hunsie, Society	120: 3:1
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do.	2418 on J. A. Hunsie & Co	2:1
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do.	2419 on J. A. Hunsie	24:15:3
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Mr Clarke-Thomson's cheque on Glyn Mills Currie & Co 222

Accounting Instructions for January

Insurance of Produce, Return No 63

Ship "Hesper Rock" Accounts

Surgeon "Hesper Rock" Accounts

Stanley Cash Book & Journal for November

Stanley Cash Book & Journal for November

Copy of Stanley Cash Book and Journal for November

Receipts on "Hesper Rock" Accounts, and four copies.

ENCLOSURES. (Continued)

Copy of Fiscal Survey Report, 'Beacon Rock'
 Copy of Petition to Secretary of State, re Live Stock Ordinance
 Copy of Correspondence with Mr. Tarice
 List of goods purchased at Naval Depot
 Mr. Allen's Report, January 27th and enclosures
 Copy of letter to Sirio Davis & Co
 Shipping Report
 Remarks upon accounts, and replies to Remarks
 on said said accounts
 Copy of the following accounts current:-

Holmsted & Wicks Ltd

James Lovegrove Waldron Ltd

Port Stephens

Public Island

South American Missionary Society (2)

Quarry Specifications (2558 bales wool & 151 bales sheepskins), viz:-

	Wool	sheepskins
M.L.	3	4
M.R.	354	
M.O.	3	10
M.Q.	501	
M.A.	5	34
M.J.	757	
M.A.B.	235	33
A.	33	46
J.R.	130	
B.	130	2
B.	12	5
P.		11
J.H.D.	54	
Total		5
G.S.		1
G.T.		
A.P.		5

2.

less than \$ 1456. 9. 4, a decrease which I am sure you will regard as requiring a good deal of explanation. To begin with, I must refer you to my despatch on accounts last year. I pointed out then that for 1904 we showed an increased profit of \$338 as compared with the previous year, and this in spite of the fact that both sales and deliveries had decreased considerably. I said that we had not expected any increased profit at all, and you will notice that I refrained from attempting to give any explanation. As a matter of fact, I did not then believe that we had really made so much profit as the books showed, and after having gone through the stock sheets carefully, and having found that no substantial error had been made, could only conclude that the figures were right, and that the stock had been most carefully taken. I feel convinced now that we credited the Store account at the end of 1904 with a higher stock than we really possessed, and that that year has consequently benefitted at the expense of 1905. It may have arisen in this way - you know that the last shipment in the year is usually left untouched until after stocktaking, and is treated as stores in transit, the value of the shipment being credited in toto. In the year 1904 the Oruba arrived on December 21st, and the value of the shipment was credited as a whole. It is possible that some of the goods may have been sold, although this perhaps would not account for a very great deal. We are now going over the books again to see if all shipments of stores and material to the Farm have been charged out, as it is not impossible that one of these may have been overlooked. I feel sure that no shipment of goods to clients has been overlooked, as I have a good check on this when making the periodical abstract of the schooners' logbooks. We may trace some error as above mentioned, but you will recollect that I have more than once stated that we could hardly hope to maintain the Store profit; still I confess that I was quite unprepared for such a large diminution, and I feel that in some way 1904 must have benefitted at the expense of 1905. The average of 1903, 1904, 1905 works

3.

out at £ 6575 per annum, which in these times of competition may be regarded as good. I know that we have cut down our prices very considerably in many instances, we have discontinued charging to "Consumption" certain articles consumed in the Store such as shop paper and sundries, and we do not charge out fencing material at the high rates which were usual in previous years, and all this has tended to decrease the all round profit. I feel glad to think that I shall be in England this year to give any further detailed explanation.

4. COMPANY'S SHIPPING, £ 945.13. 0. Shows an increase of £577. 3. 5, which is very good. This account has been helped by the payment by the Admiralty for landing coal ex St. Mikert; we have also debited Head Office with £120, as insurance contribution towards repairs to the Rosa Baker. I mentioned last year that we should have to attend to the repairing of lighters - on account of ship work this has not been done as thoroughly as necessary, and seeing that they have had hard wear of late, we must expect some expense during the current year in this work.

5. RAMSON. Loss, £1347.11. 0. In my general despatch by this mail, I have referred to the enclosed completed account of the cost of reboiling and repairing, which covers expenses in Monte Video and Stanley, amounting in all to £ 3505.12. 0. There was not sufficient time for me to hear from you as to how this should be dealt with at the end of the year, and I have taken the liberty of assuming that you would add about £2000 to her book value and write off the balance of the account to Profit and Loss. There can be no question that the boat is now in thoroughly good order, and is of more value than when we purchased her. At the same time I have thought that you would not add more than £2000 to her value, especially as the extra insurance placed was £1500 only.

6. BOATOWNERS.- Together show a profit of £1209. 5. 3, a satisfactory increase of £ 252. 6. 7. Of this profit, the Fortuna earns £372 and the Lafonia £272 only; a partial explanation of this is that the Lafonia has to collect all wool from

North Arm; Osborne never now takes the schooner inside as the port is silting up, and he would thus have the double risk of ^{wind} being jammed and getting the schooner aground. At the same time she received no more freight on these 800 bales than is paid for wool from Darwin and Walker Creek. Both good ports for loading. To show you that the difference between her profit and the Fortuna's is entirely accounted for by wool freight, we have made a short abstract of both accounts which may be of interest. The Fortuna brings in just twice as much cargo and carries only one hand extra.

7. INTEREST AND COMMISSION, £622.17. 3.- A decrease of £418.10. 0, due entirely to the reduction of clients' indebtedness.

8. MAIL AGENCY, £527. 8. 5.- An increase of £237. 4. 1. This largely due to the fact that the account contributed only £200 to the Samson in 1905 as compared with £300 in 1904, as the tug was in Monte Video for so long. It is a question whether we ought not to have given Company's Shipping the extra £100 as the work usually done by the Samson was performed by the Flyer.

9. GLENCOHAN COAL, £ 238.14. 6.- Is credited to Profit and Loss in accordance with your instructions.

10. BUILDINGS,- The total expenditure under this head is £ 1927. 1. 6, of which £ 804.18. 2 has been capitalised, leaving £ 1122. 3. 4 to be written off, almost the same as last year. I have not been able to do much to the Stanley buildings in 1905, as the carpenters were employed for so long on shipwork.

11. CONSUMPTION, £ 344. 2. 8. Decrease £75.13. 8.

GENERAL CHARGES, £ 81. 2. 7. Increase £ 12. 3. 6.

The decrease in Consumption stores is partly due to our discontinuing charging to this account articles which must be used in the Store and are properly chargeable to that department.

12. STANLEY WAGES, £ 4451.14. 0. This account shows a decrease of over £250 as compared with the previous year, and I find that with the exception of the year 1899, it is the smallest

amount for 15 years. It is of course mainly due to the fact that all carpenters were for about 4 months in the year engaged on shipwork, and that we have consequently postponed some of our own work, and moreover the wages of three men on the Samson during her 5 months absence were charged direct instead of passing through the Stanley Wages account - those of Captain Thomas and Atherton were passed through the account monthly. My object in drawing attention to the account is to prove that we have succeeded in performing all necessary work at a very reasonable cost, and I may be permitted to point out that of late years the current work has considerably increased. We have to land all mail cargo ourselves, have delivered lighthouse stores, (formerly done by local cutters) and we have the tug to maintain. This alone entails the regular payment of two high salaries, Master and Engineer at £200 each, and the Engineer has three men in his department in constant work. I make these remarks not by way of "blowing the big trumpet"; you have, however, at various times expressed some doubts about the foremen and officers generally, and I feel that it is due to them that I should point out that the fact of their having succeeded in getting the work done cheaply proves that they have some virtues. At present, we are working short handed - some ten local men are being employed at the Lighthouse, and I am informed that they are making about £14 per month; I trust that this will not upset the labour market generally, but provided we can hold out as we are for another couple of months, we shall probably be recruited by men coming in during the winter from the camp. I mentioned some year or two ago that we might expect the Stanley Wages to run to about £5000 a year.

I am,

Sir,

Your obedient servant,

7 ENCLOSURES.

Balance Sheet
 Profit and Loss Account
 London Office Cash 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 on hand
 Balances due to and from Camp men
 List of Consumption Stores on hand
 List of Building Material on hand
 List of Fencing Material on hand
 Statement on Freight, earned but not credited
 Copy of Stanley Cash Book for December
 Cash Vouchers, East and West Stores
 Copy of Stanley Journal for December
 List of Store Debtors, with Remarks
 List of Butchery Debtors
 Particulars of additions to Furniture
 Particulars of additions to Plant
 Abstract of Term Account
 Abstract of Schooners' Accounts
 Abstract of account for repairs to Samson.
 Auditor's Certificate

354.

LIMITED.

GRONINGA.

27th February

CG.

Sir,

I wrote last per Grissa, which left on the 30th ultimo, and received per Gravia on the 14th instant your despatch No. 1000 and Mr Egles' letter of January 20th.

2. 1000-1. My object in sending you a copy of the account furnished to Mr Merring for charges on Admiralty coal ex Sofala was in order that it might be on record in the London Office. I assume that we shall hear something from the Admiralty in due course either direct or through Mr Merring. The cruizers Scyllar and Astora left on the 6th instant, and I enclose draft on the Accountant General of the Navy for the sum of £101. 0. 0 on account of fresh provisions supplied. Between them they cleared all the coal from the Garland, and this turned out some 60 tons short of the amount anticipated. They asked if I could throw any light on the shortage, and I replied that the tally out of the Sofala was merely a rough one, and that as the coal was not on the Garland it must be in the sheds. I agreed to take over the coke for £14. 5. 0, and have asked you to pay this amount to the Admiralty. I sent the Commodore a bill for £15 for towage of hulk and lighters, and was informed that the account would be referred to the Admiralty, who will doubtless pay you.

3. Par. 5. The P.S.N.C. sent me a copy of their letter agreeing to a reduction of 2/6 per ton on the wool freight - I think they might just as well have made a corresponding reduction on sheepskins. As regards Mr Alcock's idea that schooners should be regarded as plant and not a profit earning

F.E. Cobb Esq.

Managing Director.

London.

2.

Department, you may have noticed that I said practically the same thing at the end of paragraph 3 of my despatch No 231; all the same, we should hardly admit this to Mr Alcock or anyone else. I note what you write as to keeping up the differential rate for near and distant ports - I know that Mr Facke has always been told that we pay the steamers a higher rate on his produce, but he invariably retorts that that is no consolation to him, and that it does not convince him of the equity of the arrangement. I enclose a copy of a circular sent to clients, omitting Dean & Anson; if I see Mrs Dean I will mention that we are now in the position to carry their wool more cheaply. I think we could quote them 40/- and 5%, but will not mention this figure to her until I have been able to discuss it with you verbally.

4. par. 4. On the receipt of your telegram, Mr Allan proceeded to lay out the line of route for the telephone, and will I think complete this before the mail leaves - it is possible that he will be in Stanley before then, and will be able to report to you. I had not had any opportunity until two days ago of seeing the Governor since the arrival of the Grevia's mail, as he has been very fully occupied with his new Colonial Secretary, Mr Grant. He mentioned that he had not been able to tackle the proposed agreement, but will do what he can before I leave. As soon as this mail has gone, he intends making a tour of the North Camp, and this will lessen our opportunities of discussing the matter.

5. par. 9. You will have learned from my last despatch that I have by no means confined myself to answering your queries on the Samson's accounts - I felt that it would be useless to go into the matter until I had time to do so thoroughly, and assure you that I really could not do this before on account of the pressure of other work. Finding that the Samson would be in Monte Video for a much longer period than at first anticipated, Atherton wrote me that he thought his wife might as well go to Monte Video and escape

3.

part of the Winter, and asked me to assist her to draw money from the Savings Bank - I much regret that I cannot now find the letter. She could not draw the money without his signature, and I therefore advanced her 40 sovereigns on the security of the book - she paid her passage money herself from funds she had in hand. Had she not taken this 40 up with her, I should no doubt have thought that there might have been some barfy panky with the account; she left here by the Orissa on July 18th, and returned by the same steamer on 29th September, so that she would be in Monte Video about 65 days. I cannot see why you should assume that Mrs Atherton was in the hotel for the same number of days as Atherton himself. Can it be possible that you think that I should have allowed him to take his wife in the Samson? Seeing that she paid for her own passage and took 40 as well, I did not think that I was called upon to report this to the Board - in my last despatch I reported that Atherton and Thomas have sent between them £ 400 to pay the balance of their hotel account. I am very glad to learn that you would replace Atherton if necessary; there always seem to be differences between captains and Engineers, and in this small place with only one of each class, it is sure to be more accentuated. As a rule there are faults on both sides, and unless each makes an effort to work with the other, there is friction; Atherton and Thomas got on well together before they went to Monte Video, and continued so for some time after their return, but latterly they seem to have had some disagreement. In view of this, I have thought that if the accounts had been manipulated, something would have come out. I do not mind a certain amount of difference, for provided it does not interfere with the work, it prevents their combining together to do the employer in some way.

4. par. 10. I have not received any letter from Lloyds Register as to the Lafonia, but no doubt it will arrive by next mail. I think the best Surveyor would be a Captain of one of the steamers, especially if he has had a sailing vessel, such as Captain Kite.

4.

7. Par. 11. You will no doubt have heard from Messrs Wilson Sons & Co of London whether they will undertake to act as Agents for us. I sent you a copy of correspondence with the Monte Video branch.

8. The sealing schooners Baden Powell and Edith R. Balcom have put in here in the hope of being able to ship their catches, but like the others have been sent away. We have advanced funds, and I enclose a small draft for £26.18. 6 on G.A. Weston & Co, Halifax, for the account of the Baden Powell. The Edith R. Balcom has not left yet.

9. I reported by the last mail that the Master of the Paul Isenberg had to send to Monte Video for more men to complete his crew. The second mate returned on the Oraria with two men, but these latter stowed away somewhere in the ship, and could not be found high or low although the steamer was in Stanley for 24 hours. The Captain of the Paul Isenberg decided not to delay any more, but to go to sea two hands short, and left on the 19th. I enclose all accounts, and draft on the Direction Disconto Gesellschaft, Cornhill for £1264.7.11

10. The P.B.N.C. at Valparaiso have been unable to find the follower of the Goose Green press, and I enclose you their letter. Mr Allan thinks we ought to have a spare one, so this had better be replaced at the expense of the P.B.N.C.

11. The Chilean Barque "Gustav und Oskar", Captain Reumann, about 22 days out with Coke from Brake (near Bremerhaven) for Valparaiso was sighted signalling for a pilot on Sunday the 11th. The Samson went out at once and towed her into Stanley for £35. The Master informed me that she was making about 4 or 5 inches of water per hour, and that the pumps were out of order and continually choked with sand. She began to leak a few days after leaving Bremerhaven, but not badly until she was off Cape Horn. It appears that the vessel was sold by Messrs Schramm & Co., of Bremen, to Messrs Gutachert & Piza of Valparaiso, presumably for trading on the West Coast. The Master and Crew are engaged for the voyage only, and the owners decided to load her with coke for the

5.

voyage. This necessitated some dead weight ballast, and they put some 120 tons of stone and 30 tons of sand aboard. Owing to the leakage the sand is continually washed towards and clogs the pumps. I had a survey held as quickly as possible and succeeded in sending a copy to the owners in Valparaiso by the Gravia. The Captain is trying for condemnation, although he does not say this in so many words, and I fear it may be a somewhat difficult case. The owners only possess four small vessels, and may not be very substantial. I wrote to Messrs Vorwerk asking them to give me confidential information as to their financial stability, but cannot receive a reply until March 26th. Seeing that the Captain is working towards condemnation, I have quoted him as low prices as possible for bulk hire etc. I told him that outward towage would be not more than £55, and I would guarantee to let him have a hulk for stowing cargo if necessary at a maximum figure of £100. I also told him that we would be willing to replace his pumps with 2 new ones at a cost of £60, in case the owners wished the vessel to proceed to Monte Video, where they might wish to sell both the ship and cargo. We certainly do not want either to be put up for sale here, as we have more than enough hulks, and do not require any more coke. Williams is anxiously enquiring if she has been condemned, and it will pay us far better to repair her and give her a hulk at a low rate and get her away.

12. I find that in advising Coasting Insurances at the end of last year, we have inadvertently included four items twice, namely in our advices by the mail of January 2nd and January 30th. These items are Paillon & Stickney £10, Dr. Bolus £10, Farm Sale £90 and £200. In our advice of January 30th this latter item was increased to £210.

13. We have abstracted all items properly chargeable to the Barron's repairs, and I enclose a detailed completed account, the total of which is £ 3595.19. 0. You will see that this includes all work done to her previous to her leaving for Monte Video, provisions and materials and wages of crew.

I have referred to this in my despatch on accounts, and in closing the books for 1905 have written off £1847.11. 0 against Profit and Loss.

14. I hope to hear by this mail from the P.S.N.C., Valparaiso the approximate date on which we may expect the cargo steamer for wool for the May sales. I had stated at first that we would have 2500 bales, but by the last outward mail thought it prudent to reduce the number, and therefore asked them to reserve 1600 tons space. At the present moment we have just over 1000 bales, and both schooners are ready to ~~leave~~ leave Stanley - we cannot be sure of having more than two loads from each, but might squeeze a third from Berkeley Sound.

15. I beg to draw your attention to the fact that Mr David Smith's lease of Great Island expires on July 1st next. I assume that as he is now living in England you will communicate to him direct the Board's intentions as to the future

16. I will bring home with me particulars of the winch we shall require for the Great Britain - we could not go through another season with the present one.

17. I am sorry to say that the schooners of late have not been very fortunate, more especially the Lafonia. I had planned that the latter should take out the Oravia's mail and bring the return letters to Stanley, but owing to continued strong southerly winds during her trip to North Arm she returned to Stanley only on the 22nd instant. Seeing that in addition to getting the mail from Fox Bay I had promised to get Mr W.M. Dean to Stanley in time to catch this mail I decided to send the Saxon on a flying trip to Fox Bay. She made a very successful run - left Stanley at 5.30 a.m. on the 23rd and arrived at Fox Bay at 9.30 p.m. Left Fox Bay at 6.30 next morning and arrived here at 8.30 that night. I think this is very creditable to the Engineer and shows that the tug can be relied upon in any emergency. The coal used was from the Naval Works at St. Helens, and Atherton tells me that the quality is poor - it requires plenty of draught and then burns the fire bars. The coal ex Sofala is much better quality

7.

but the Admiralty of course require the St. Hubert to be cleared first.

10. Capt. Salomon has settled the accounts of the schooner Edith A. Salomon, and I enclose you his draft on Messrs Sampson & Co. for £74. 7. 6.

I am,

Sir,

Your obedient servant,

W. H. Murray

DISCOUNTS.

Receipts.

Bank India's No 200.

Receipts on Shares and Replies.

1st of Exchange Co. 2497 on S.A. Vasson & Co. for 326.19. 6

" " 2498 on Ad. H.M. Navy " 101. 6. 0

" " 2499 on Direction der Disconto Gesellschaft
for 1264. 7. 11

" " 2490 on London & River Plate Bank Ltd.
for 10. 0. 0

Mr. Lee's cheque for 2450.

Mr. Scott's cheque for 220.

Mr. "Wm. Jackson" Accounts.

Schneider "Laurin Paval." Accounts

" " "Smith E. Nelson" "

Counting Instructions for Secretary

Mr. Allen's report Feb. 13rd and copies.

Particulars of supplies to H.M. Ships.

Copy of Survey Report - "Orestav and Oskar".

Copy of circular re reduction of wool freight.

Letter from P.M.N.C., Valparaiso re Iron Plate.

Receipts on Accounts.

Shipping Report

Letter for E.S. Millen Ltd.

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LIMITED.

MEXICO.

2nd March

06

Sir,

The cargo arrived at 4 p.m. this afternoon having been delayed one day in Valparaiso, one at Iota and another by bad weather. I have received your telegram "Clarebit Gustav Macdonald Balliett."

I learn from the above telegram that you have been unable to obtain a credit; the Captain has not yet received any instructions from his owners in Valparaiso, so that for the present nothing will be done. We have so far advanced nearly the pilchage and a small sum to the Captain in addition to the wages; I hope to hear by next mail from Valparaiso something from Messrs Votaw & Co. The owners requested Captain Macdonald, late of the Barnicote, who is a passenger by the cargo, to hold an informal survey on the ship and to report via Monte Video; Captain Macdonald told me that the experts were most anxious to get the vessel to Valparaiso, but after having been on board he does not think that the ship can possibly get round without first discharging a large quantity of cargo, removing the sand, and repairing the pumps. The cost would certainly not go in her as she is now. All this work would cost considerably more than the ship is worth, and Captain Macdonald intends advising the owners to have the pumps repaired and to send her to Monte Video, where it is likely that the ship and cargo would fetch a good price. If this is done the expenses will not exceed £400, for which sum Captain Macdonald thinks the owners are quite good.

I enclose a copy of a letter from the P.S.N.C., Valparaiso, from which you will see that they say they cannot

Yours truly,

Managing Director,

London.

2.
 The Americans have in sufficient time to catch the May sail-
 vessel, but our wool must consequently be shipped by the
 Fortuna, which means lightering it all out to Port William. This
 is a great nuisance and expense, and it is absolutely futile
 for Mr. Stirling to talk of "prompt loading." I explained
 the matter to Captain Archer, and am very glad to say that he
 agreed to remain here overnight and ship all that he has
 ready for. I do not anticipate that he will get much more
 than 2000 bales on board, but even this quantity will be a
 great help. - I may be able to ship two schooner loads direct
 and thus save a certain amount of lightering. We have at
 present just a thousand bales, and I do not anticipate getting
 in more than another 1000, unless the Fortuna has the good luck
 to sail on a third trip.

I am,

Sir,

Your obedient servant,

W. H. Murray

ENCLOSURES--

W. H. Murray's cheque on the London & County Bank £20.10.10

Supplementary statement on Accounts.

Copy of P. S. M. C. accounts.

Copy of letter to P. S. M. C., Liverpool and Valparaiso.

235

ORITA,

LIMITED.

March 27th.

06.

Sir,

I wrote last per Orita which left on the morning of the 2nd instant, and received per Victoria on the 15th instant your despatches Nos 1007 and 1008.

2. par. 2. We were able to charge the reduced rate on the Sarmiento's wool - before making any new arrangements with clients as to shipping their sheepskins by weight, I should like to be able to make up a statement showing relative weight and measurement. We have not these particulars here and propose to get them out in London; it would also be advantageous to discuss the matter personally.

3. same par. The cost of coal has always been a sore subject here, and I am quite sure that the cutting down of profits on this is a step in the right direction. I have sent out by this West Falkland mail a circular to clients who use coal in order to ascertain what support we should get, - a copy of this is enclosed. On the receipt of their replies we shall know what to do. I do not anticipate that we shall receive orders for more than 300 tons, - say Holmsted & Blake 60, Focke Bros, Bailion & Stickney and Dr. Solus say 120, Cameron 60, and Port Stephens 60. We could of course add 150 to this for Darwin, but Mr Allan will have to enlarge his shed again to be able to store it. Should this project not come off we could manage to come down to 62/6 on the West and 60/- per ton on the East, delivered, but there will be very little profit in it. I am very glad to read what you have written as to regarding our business as a whole, for it coincides with what I have always thought, - our aim is to show a good profit

F. L. Cobb Esq.,

Managing Director,

London.

2.

in every department at this end, of course, but there are times when one department must give way to secure profit for another. The objection to local charges as specified is not confined to coal, but I think I can now meet the objections by making one inclusive charge, instead of five separate items. Clients have said that we stick on a charge for every conceivable thing, and I have been told that we shall soon be charging for putting a parcel of magazines on board. Mr. Matthews told me that as things stood, the longer we kept their goods in our hulks the better for us as we charged more rent, and we had the matter in our own hands being the only people who owned schooners to send them round. I am therefore for the future charging 10/. per ton for landing, clearing, storing, insuring and re-shipping - we really cannot do it for less.

4. Same par. I knew of course that you would decline Braun & Blanchard's offer; I feared that if I declined at once, they might perhaps get wool from Spring Point or some of the Salvador ports. I did not communicate your decision by the Victoria, therefore before they receive it, we shall have the bulk of the wool collected.

5. Par. 3. I am glad to learn that the Nova Scotia builders have come down in price. The main thing in the boats is good timbers to stand the weight. One of the Lafonia's boats is now quite done, - it works like a wicker basket.

6. par. 5 and 1903-2. I am very glad to learn that the Emilie's second draft was duly paid, as the excess of the amount over the original credit had given me a good deal of anxiety, although this was somewhat lessened by the knowledge that our previous account in 1904 had been settled without difficulty. Although I may have, as you say, blundered by having taken this risk without having habled the excess, I do not recollect seeing the position so clearly defined in any previous despatches; in the case of the Emilie the cash advanced to the master was certainly above the average, and amounted to £110, besides \$22 for his hotel bill. I have

3.

always urged the Master when estimating the amount of probable expenses to leave a very wide margin, and to overestimate rather than the reverse. When he first arrives, a Master almost always without exception says he will have only the absolutely necessary repairs done, and is averse to asking for too much credit, for fear of alarming the owners. Later on he wants everything put in order and the expenses are therefore higher. In future we shall have to tell him he will have to make up his mind definitely, and that if the original credit is insufficient, the ship cannot be allowed to sail until sufficient guarantee is forthcoming.

7. par. 6. In the letters received by this mail from Messrs Wilson Sons & Co, no mention is made of the question of our Agency, and I will call on them at Monte Video and endeavour to settle it at once. I have received a letter from Morton saying that he is closing his office and therefore resigns the Agency. If I have time I will see the Manager of the London & River Plate Bank and cancel the credit.

8. par. 6. I had intended to defer the question of the Lafenia's sails until I was able to explain personally. The new suit arrived in very bad condition for which the steamer must be held responsible, but they were opened at once and bled. The first voyage the foresail developed 3 holes in the after leech, and we have had to cut the strip out and replace it entirely. I am bringing home a piece of it; in justice to the makers we cannot lay any blame on them as I think this is due to the sail having been soaked in wet or oil. The cut of the whole set of sails is however bad, decidedly - they set like a bag, and Osborne assures me that instead of being able to sail within 5 points of the wind as he should, she will not do it under 6½. I do not think that your analogy altogether succeeds - a labourer is clothed for work purely and simply, whereas the man who goes to a Bond Street tailor is clothed very much with a view to effect. We do not require effect with the schooners' sails, but we do

4.

want her clothes or sails to be so made that they enable her to do good work. In going over some old invoices of 1880, I was rather struck by the fact that the Perseverance's sails were by Lapthorn, in those days we could afford luxuries less than now, and yet this old tub (without disrespect) was clothed in Bond Street. I think I may be able to explain personally where a good deal of the difference in the price comes in. Mennaugh's sails seem to be put together just as a man would sew a tarpaulin, but Lapthorn's must mark a line a line on every cloth to ensure the sail setting in such a way that the schooner can get right into the wind. Rowlands vows that no one could sail the Fortuna with sails cut like the Lafonia's. I know that I always seem to be begging for the best of everything for the schooners, but even so, I feel convinced that it is false economy to have anything second rate on them, and more especially now when the skippers are getting through such good work.

9. par. 11. When we supplied the wire for the Lighthouse telephone, the Government provided all the labour and did the whole of the work of repairing, and I think this amounted in value to more than the wire. The bronze wire was broken in so many places that it was not considered worth while to bring it to Stanley, and what there is left of it is lying in different places along the track of the poles. The Governor had ordered poles from Sandy Point before I knew anything about it; however, if these are well tarred I think they will stand, as they seem to be of very good quality.

10. par. 12. The Sarmiento went away a full ship, I quite expected to have had another load from North Arm by the Lafonia, but she had very bad luck indeed about that time. We were exceptionally fortunate last year in having the Oropesa sailing just in time to catch the March sales. The total number of bales of wool ^{and skins} shipped from here last year in time to catch the July sales was 4200, and I am very hopeful that we shall succeed in getting over 4000 away this year with only two schooners instead of three.

11. Apr. 14. I am sure that it was very wise to postpone sending out the Telephone Foreman for the present. It has been quite impossible to send out any posts as yet, but Mr Allan has now sent me a statement showing the number of poles to be landed at the different places along the coast, and as soon as the bulk of the wool is in, a schooner can do this. I am sure you must realise that with the price of wool as it is now, every client is urging that his wool may be sent forward, and with only two schooners it is impossible to do everything. I am sending Mr Allan a copy of your paragraph, and will ask him to send particulars as to the length of line from Fitzroy to Stanley. Mr Packe will likewise measure out his ground, and send particulars as to how many posts he will require. The Governor is drafting out the Agreement so that I can bring it home with me for discussion, - until that is settled it may be as well to postpone any work at the Stanley end of the line.

12. My second despatch per Oropesa was inadvertently numbered 285 instead of 284; would you kindly alter.

13. I regret to report the sudden death of Dr. Jameson, presumably on the 5th instant. On the 6th instant, Dr. Jameson left Darwin to take his sister, Mrs Brandon, to Mount Pleasant; he was by no means well at the time, and called at Mill Head to get McLeod to take Mrs Brandon on. He remained there the next day, and on the 8th left Mill Head for Darwin apparently much better. As he did not arrive at Darwin it was feared that some accident had happened, and a search was made on Friday until midnight. The search was resumed at daybreak next morning, and his body was found between the streams towards Ceritos. His horse was found afterwards, with reins on its neck, and it is assumed that he may have got off the horse and not being able to catch it again, walked towards Darwin. His body was in a perfectly natural position, as though he had laid down to rest. McLeod reports that he had eaten practically nothing the previous day; at the inquest the jury found a verdict of death from exhaustion consequent

e.

been want of food. I regret to say that his widow and children are left very badly off; they will leave by this mail for home. The question of passages was never raised officially, and therefore I have told Dean Brandon that the cost of these must be defrayed from his estate. Mr Jamson had served for 3 years and 10 months, and the only passage paid by the Company was for that of a servant in 1903. Had he served the full term of five years I assume that the Board would have given first class passages home, and under the circumstances I hope that they will be disposed to make some compassionate grant to the widow. I cabled you via Sandy Point "Jamson Pengosas" (died suddenly); Mr Allen suggested that in cabling I might add that a second Parker might be on her way, but I thought it as well to cable simply the fact of his death. I have asked Mr Allen to take a list of the furniture left at Darwin, as no doubt the new Parker may like to have it sent.

14. The repairs to the "L.E. Walker" are according to satisfactory work; the amount of work to be done is very considerable and the disbursement will exceed £2000. We have had to do repairs in every possible direction - timbers aloft, bulwark structure, masts, rigging, decks, beams, sails and new clothing. The ship is still in a week or two from now.

15. I have sent you a copy of the correspondence with the P.A.M.C., Valparaiso as to the arrangement for shipping wool for the day sales. They first promised to send the Antisana, a six-hundred ton steamer, about the third week in March - the Oropesa then informed that the Antisana could not arrive in time and that all must go forward by the Orita, whereupon I persuaded Captain Archer to take what he could (300 bales). Then the Victoria on the 15th instant brought telegrams, copies enclosed, that they were sending the Galicia, due the next day, to take 250 tons weight. Last year we had enough trouble to lighter follow to Port William to this steamer, and the prospect of having to repeat this was not pleasant. Three lighters were full of outward cargo, and we had to incur a lot of expense working overtime to empty two lighters by Saturday afternoon.

7,

In order to facilitate the shipping per Orita, I had had the Capricorn alongside the Great Britain and put 300 bales in her and had discharged 190 bales into the Rosa Baker; the Galicia arrived on Sunday afternoon, and as the Fortuna had come in the previous day we discharged her direct, on the 19th we put three lighters alongside, and two were finished that night. On the 20th the Milton was left with just over 100 bales, and at 9 that morning a perfect hurricane started, and before she could be chained astern her covering board and upper planking were stove in alongside the steamer. Her anchor was let go and luckily held on - the whole morning and afternoon she was diving into it, and the five men had to go down below as they could not remain on deck. Their boat, which was made fast astern with two strong painters, broke adrift about 2 p.m. and went to sea. Nothing whatever could be done - next day we made a search with the Plym in Port William but not a trace of her could be found. This boat was sent out in 1895 at a cost of over £50, and is a dead loss to us. I had proposed to put the Capricorn alongside, but most fortunately decided to keep her for the Orita; 300 bales had been put on board her, we left her alongside the Great Britain to add more to the number. She was therefore made fast to the Great Britain when the storm began, but nothing could have held her, and she broke away down the harbour passing close to the Gustav & Oscar. The Plym was under steam, and Captain Thomas with a few of the carpenters managed to get alongside and drop her anchor before she went ashore, a really good performance. Captain Thomas told me that before putting her alongside the hulk he would lift one of the mooring anchors, so as to be on the safe side, and the value of the precaution was demonstrated that morning. I have reported all this fairly fully to impress on you the risks that are run by having to ship produce in Port William, and I am bound to say that it must cease. On this occasion, the F.S.M. have us in a cleft stick - we are bound to get the produce home for the day sales and are dependent on them to ship it. I particularly wanted a cargo boat as the Orita cannot come inside, and they

8.

send the Galicia which also cannot come in. I know we do not get a hurricane every day, but there is generally a bit of a swell in Port William and the lighters get knocked about more there in a few hours than during a whole year in Stanley. However, as I am coming home I can explain matters ~~personally~~ verbally. Towards evening the weather moderated a little and the Milton's wheel was discharged - we were just able to tow her inside the Harrows that night and the Galicia sailed at daybreak on the 31st instant.

16. I have not received any further information with reference to the Gustav and Oscar, but may receive something from Valparaiso by the Orita.

17. I have decided to avail myself now of the Board's kind permission to leave the Colony - the repairs to the S.S. Watson are approaching completion and I do not anticipate that the repairs to the Gustav and Oscar will amount to more than the repairing of the pumps to enable her to proceed to Monte Video. Coal has been collected more rapidly than I had expected, and on the whole I feel that there is no objection to my leaving now. I am therefore coming home by the Orita, leaving the usual power of attorney with Mr Girling.

I am,

Sir,

Your obedient servant,



ENCLOSURES.

Copy of Stanley Cash Book for January
 Copy of Stanley Journal for January
 Cash Vouchers, East & West Stores
 State Indent No 243.
 Darwin Harbour and North Arm Millinery Indents
 Remarks upon Stores, and Replies to Remarks
 List of Hachings No 2434 on G. M. Jamison & Co. 243:24:3
 Schooner "White R. Saloon" Supplementary Account
 Copy of Account for Hire of "Garland" by Admiralty
 Coasting Insurance for March
 Insurance on Produce, March 20 04
 Copy of Petition to Secretary of State, re Seal Skin Tax
 Copy of correspondence with Wilson Sons & Co, Monte Video
 Copy of letter to Gutches & Pira, Valparaiso
 do. Pacific Steam Nav. Co. Valparaiso
 do. Mr J. Thomas
 do. Pinto Basto & Co
 Copy of Circular to Agents re Coal
 Letter from A. L. Allen
 Copy of Speedwell Island Account, for Mr H. H. Cobb
 Copy of Mrs J. Bonner's Account, signed by Mr G. Bonner
 Copies of Shepherd's Agreements (returned)
 Shipping Report
 Replies to Remarks upon Accounts
 Statement upon Account
 Specifications:-

	Wool	sheepskins
E. H.		3
E. A.	5	2
H. G. C.	104	2
S	112	2
J. S.	186	5
J. H. D.	129	
F.	189	3
Heart	31	

100.

LIMITED.

MILWAUKEE.

April 14th

06.

Sir,

Mr Harding wrote last by the Orissa which left on the 11th inst. and I have received on the 13th instant your despatches Nos 1009 and 1010. I also received on the same date your cablegram "Mrs Bonner dengeln abbocebunt quinsy" "Hearst ask Allan nasseler George." Mr George Bonner happened to be in Stanley at the time, and I was able to break the news to him personally.

1. 1009-1. Mr Travers is now much more reasonable, and evidently has already learned that, however anxious we may be to deliver cargo at Cape Pembroke, this work has to be done when it does not interfere too much with our own work. We are still storing some 50 casks of cement, the balance of that which arrived by the Lord Darcy in December, and by the Orissa, the other day, another lot of 474 barrels arrived. I saw Mr Travers last week and asked him if he would take delivery of part of this consignment, but he says it is absolutely impossible at present, and that quite likely he will not need any of it for three months. Meanwhile, we have had to store these 524 barrels of cement in some place where they will keep dry and be handy for getting at when they are wanted. I need not say that this is a matter of inconvenience, and that our storage hulks are made very dirty by cement all over the floors. Mr Harding contended that when he quoted a figure as to what we could do the lighthouse work he did not contemplate that we should have to store materials month after month, and I would suggest that Trinity House should be asked to regulate their shipments as far as possible according to

A. E. Goss Ltd.,

Managing Director,

London.

requirements at this end.

7. Par. 12. I note that you have agreed to pay the Admiralty 43/- per ton for the coal purchased from them. We have supplied 100 tons to the S.S. "Admiralen", and the Samson has just coaled from the Admiralty stock. It would, I think, be well if you could obtain permission for us to exceed the quantity of 300 tons by at least another 100, unless and until you make other arrangements, as to which I understood Mr. Lardin proposed to confer with you. Mr. Lange has paid 60/- per ton, and in order to facilitate delivery I obtained the loan of the Admiralty lighter - which will go in and out of the Camber at any stage of the tide - and Mr. Lange sent a gang of men to the Naval Depot to assist in loading it. You do not say whether we are to pay for the coal at this end or in London, but I assume the latter will be preferable as the works here do not see much a large outlay in wages. We have had in all 100 tons from the Admiralty.

8. Par. 13. The two new teachers arrived by the Grissa. The Governor expressed a wish to see them before going out to the Camp, on the ground that he was much interested in education and would like to know those who are engaged in such work. I therefore sent them up to Government House, but before doing so took the precaution of warning them to remember they were under Mr. Allan's orders and not the Governor's.

9. Par. 14. The Governor sent me, for perusal, the Secretary of State's despatch, and enclosures, with reference to the condemnation of our tallow at Cleves, and expressed the opinion that the representations here had been taken up in the proper spirit by the D.O. and the S.O. and that the German authorities had been "bustled". I took the opportunity of telling him that the Board appreciated the manner in which he had urged their grievances.

10. Par. 15. The price of wool is indeed excellent. I expect to be able to ship at least 1500 bales in time for the July sales, when it is to be hoped the market will still be

5.

as good. In view of this I feel that we must press on with the collection of wool, even if the shipment of tallow is somewhat delayed.

7. Mar. 13. Dean Standon wishes me to express to the Board his keen sense of appreciation of the Directors' generosity in contributing the handsome sum of one hundred pounds towards liquidating the debt on the Church House. With regard to the Sustentation Fund I believe the Dean is writing to you, and would point out that the general idea of starting the Fund this year, when the Government grants are still being received, was that as passages had to be paid for both clergyman and their families it was well to have something in hand before the need actually arose. I understand that Mr Mount leaves the Colony in July next and the Dean about March 1907.

8. 1910-1. Messrs Guttschow & Piza have sent here from Valparaiso another Captain and seven sailors for the Gustav & Oscar, the Captain who sailed her out from Germany being sent off, prior to his return to Europe. At the same time Capt. Schmidt, of Valparaiso, arrived as representative of owners and underwriters. He brought with him a letter of credit on the Banco Commercial, de la Vida, for £500, and says that Messrs Guttschow & Piza will honour his draft for any balance. This, following on Messrs Vanwerk & Co's letter stating that they considered this firm a serious and reliable concern and were prepared to guarantee them for a consideration of £125, removed any doubt as to their financial standing. Capt. Schmidt asked me upon what terms he could hire a hulk into which to discharge some 400-500 tons of coke. I agreed to let him have the Cariera at £2.10. 0 per day, with the proviso that the amount for hire should not exceed £150. Some of the sailors brought from Valparaiso are said to be carpenters in regular employment with the firm, and so far no shore labour has been employed with the exception of one independent carpenter to whom, report says, he is paying 5 dollars a day. A certain amount of wood has been supplied and the idea is

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to clear the sand ballast away from the pumps and then build a box right round the windmill pump, so as to minimise the danger of choking. A fresh pump was also brought from Valparaiso.

3. I regret to report that the Lafonia was driven ashore during the heavy gales at the end of March. Mr Harding's letter of 19th March stated that he had expected her back from Bleaker Island in time for the last homeward mail. In the early hours of the 30th March, a heavy gale was blowing from the S.E.W., and at 4 a.m. the schooner commenced to drag. The second anchor was let go, but owing to the narrow waters not more than 15 fathoms could be paid out. The wind continued to increase and the vessel took the ground at the top of high water. The weather was very bad all that day but as soon as possible Osborne began discharging the cargo (she had on board a full load of 175 bales), and sent me a letter informing me of his position. I at once dispatched the Samson to his assistance, but, upon arrival at Bleaker Island, Capt. Thomas found that, owing to the take off of the tides it was impossible to do anything, so he returned to Stanley. A week later (April 7th), I again sent out the tug, and on Monday morning she safely towed the Lafonia afloat. The beach upon which she had dragged was fortunately a sandy one, and I am confident that no damage has occurred to the schooner. All the wool was hoisted to the woolshed and afterwards reloaded - so far as we know not a drop of water has touched any of it. Upon his return to Stanley, I got Osborne to note a protest, and I enclose herewith an extract from his logbook together with Captain Thomas's report upon the services of the Samson and a certificate from me, as Acting Lloyd's Agent, that such services were rendered. I requested Captain Thomas to particularly examine, as far as possible, the keel of the vessel at dead low water, and he assures me that he feels convinced that she has sustained no damage. I have not put down any sum for the services rendered by either the Samson or the crew of the schooner, but perhaps with the data now supplied you may

E.

be able to present a claim on the underwriters. There will be time enough before the protest need be extended to hear from you again and I thought it better to leave it to you, with your wide experience, to say what further steps I should take rather than find I had adopted an irregular course. The wages of the Master and crew amount to £44 per month, viz, Master £11, Mate £6, Steward £7, and four sailors @ £5 a month.

12. The British barque "Caradoc", Captain Williams, bound from Liverpool to San Francisco with general cargo, arrived off the port on the 20th ultimo. The Samson went out and took her in tow. It was a very fine calm day and there was no hitch in bringing her to an anchorage in Stanley Harbour. It appears that the gale during which the Lafonia dragged ashore extended from Cape Horn, as it was from March 24-27 that terrific weather was experienced there. The Captain tells me that he got as far as 72° West, but met with such a series of hurricanes that sail after sail was blown away and much of his rigging broken and damaged. I enclose a copy of the Surveyors' report. As the owner (Mr F.S. Brooke, Bromsgrove) has only this one vessel I thought it better to include in my cable, asking for a credit, a specific sum and therefore said £1000, though I think it can hardly reach quite so much.

13. The British barque "Allonby", Captain Edwards, bound from Liverpool to Valparaiso and Coquimbo with general cargo, was reported during the afternoon of the 11th instant. As we had the mail steamer here with three lighters ~~haze~~ alongside - especially as Captain Taylor finished discharging in Port Willmet, taking one lighter out with him - it was not possible to send the Samson out that evening before dark. I therefore gave instructions for steam to be ready at daylight next morning, so that she could go out at once. During the night, however, the wind chopped round from S.W. to W.N.W., and the ship had a fair wind in. The Lafonia was then making the Port from Bleaker Island, and Osborne went on board at

3.

4 p.m. she sailed her up Port William, and through the Narrows to an anchorage in the Harbour. From the enclosed copy of the Surveyors' report you will see that she has lost a large number of sails, the standing rigging is much damaged and the deck badly strained. The Captain has an idea of only replacing about seven sails here, having the others renewed at Valparaiso whilst discharging cargo. Should he decide to have more done here, the account will be large, as there is a considerable amount of carpenters and blacksmiths work. After consultation with the Surveyors, I calculate that a credit of £1500 would meet the case. I did not include this in my cable as I had insufficient data, and thought there was plenty of time to do it by mail, as the vessel can hardly leave before three months.

15. The three Norwegian whaling steamers returned here on the 17th from the West Falklands. Mr Lange, Manager of the Expedition, reported to the Governor that he had been down to the South Shetlands, and that he had taken there and round those Islands 153 whales in all. He estimated that the total value of the catch was £5537.10. 0, and as agreed, he paid into the Treasury the sum of £ 17.15. 2 being $\frac{1}{3}$ thereon. Mr Harding had promised to supply 100 tons of steam coal, and this was delivered without delay. A few other stores were supplied, and I enclose draft on Mr Christensen for £ 441.10. 3. The two small steamers are to be left here for the Winter, in charge of only three men, during which time they will be cleaned and repainted. Mr Lange in the Admiralen left here on the 19th instant, for Norway with the oil and bone on board. I took this opportunity to telegraph from Monte Video but alas there seemed to be no advantage in sending a mail, a view in which the postal authorities concurred. Mr Lange informed me that he was so satisfied with his experiment this year that he proposes to leave Norway again about the end of August equipped for a two years stay in these latitudes. It is his intention to send out a sailing ship belonging to

7,

Mr Christensen with some 2000 tons of coal, and to use her as a floating factory for boiling down the blubber, eventually despatching her home with a cargo of oil in barrels.

12. The work on the "H.E. Watson" is practically finished and she should sail within a week from now. The Captain has had a great deal of trouble with his crew, and no less than four have been discharged as sick and sent home as D.E.S. He obtained three sailors for him from Monte Video, and he has picked up four others locally, - all this goes to swell his account materially. We have been obliged to do most of the putting up of his new rigging - work which under ordinary circumstances might be done by the crew. Mr Harding, writing on January 2nd, said that he estimated the cost would be something like £5500, and that the work could hardly be completed under three months from then. I now fear, without having made up the accounts, that the total disbursements will exceed even that large sum.

13. The Governor on the 3rd instant again ordered the Garrison to take him to Port Louis, for the purpose of replacing the headstone at the grave of the late Mr Mathew Brisbane. He took the Bishop with him and I understand that they had a short religious ceremony and that the Governor took advantage of the occasion to deliver an oration eulogistic of the pioneers of these Islands.

14. With reference to Mr Harding's circular to clients on the subject of coal I have only had replies from three. Mr Bonner says he does not want any, Mr Buckworth that if the price were 40/- per ton he might take 120 tons, and Dr Bolus that he would like 20 tons.

15. Messrs Braun & Blanchard wrote last mail saying that the Covart would be leaving for the Falklands en route for England about the beginning of April, but that she would not call at Stanley. At Mr Harding's request I informed the Governor of this, and received a reply that Messrs Braun & Blanchard have permission to go direct to Port Stephens with a cargo of horses, and that he feared nothing more could be

about Mr. Arneson, i.e. with a view to diminishing the facilities at present enjoyed for trading between Sandy Point and the Falklands without reference to the Customs regulations.

17. Mr Felton tells me that he has been in correspondence with Mr Morris Brown for the establishment of a canning factory at Seal Inlet. He says that he has received a definite offer through Mr Clark, who was over here some months ago and who is in the employ of Messrs Brown & Blanchard, to erect a factory if he will guarantee 15,000 sheep annually. The proposal is to charge 6s per sheep for building down, the farmer to have the tallow and skin as at present. Mr Felton says that he has offered to sell at 4/- an acre sufficient land for the erection of the necessary plant.

18. Pedersen and his partner Whitlock have gone out to the West Falkland for the purpose of cleaning and salting tripes. It was their intention to salt and ship several thousand legs of mutton, and they obtained barrels for the purpose from Sandy Point. As, however, I refused to give them letters to the various farmers guaranteeing payment for the tripes, and as the project has fallen through for this year and they are contenting themselves with the more moderate grade of tripes.

19. The Governor invited me to accept, provisionally, the seat on the Legislative Council vacant owing to Mr Harding's absence from the Colony. I had great hesitation in accepting as I did not know what view the board might take of it. I learned, however, that the Governor was of opinion that it was more constitutional that someone should be appointed to act during any temporary vacancy, and as it seemed that had I declined the offer would have been made to Mr L. Williams I decided to accept. As Mr Felton is leaving the Colony next mail, and I believe the seat then vacated will be offered to Mr Focke.

20. Mrs Jameson and family are leaving by this mail. I have credited Dr Jameson's account with salary for 5½ months, and am debiting it with cost of passages.

2.

21. I enclose copies of the South American Missionary Society's account for the Quarter ended March 31st, together with a draft for £47.15. 4 to balance.

22. Mr Harding wrote to me from Monte Video stating that he had seen Messrs Wilson Sons & Co Ltd., and arranged with them to act as Agents for the Company. I am, therefore, asking them to purchase the few stores we need this mail.

23. Since writing paragraph 15, I have received further replies on the question of coal. Mr Kennah says he has referred the matter to London, asking Mr Carpenter to communicate with you. Mr Bernard Stickney says he would take 60 tons, but thinks the price should be 40/- per ton.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per Orita, 29th March)

Despatch No 285

Copy of Cash Book and Journal for January

Store Indents No 363

Remarks on Stores and Replies.

Bill of Exchange No 2434 on C.M. Lamson & Co for £ 43.14. 2

Coasting Insurances for March

Insurance on Produce Return for March, No 64.

Mr Allen's report of March 23rd.

Replies to Remarks on Accounts.

Statement on Accounts.

Specification and Bills of Lading per Orita.

ORIGINALS.

Cash Book and Journal for February

Cash Vouchers East and West Stores.

Store Indents No 364

Remarks on Stores and Replies to Remarks

Bill of Exchange No 2433 on Chr. Christensen for £ 411.12. 2 and 1/4 advice

" " 2439 " S.A. Missionary Society 47.15. 4

Bill of Exchange No 2440 " Sec. of State, U.S. for \$ 158.34

" " 2441 " " " " 75.00

" " 2442 " Sec. of Treasury, U.S. " 492.00

Mr Bean's cheque on London Joint Stock Bank Ltd for £100

Captain Thomas's cheque on North & South Wales Bank Ltd for £249.15.0

Coasting Insurances for April

Norwegian Whaling Expedition Account

Two copies of S.A. Missionary Society's account to March 31st.

Schooner "Lafonia" - 1. Extract from Log. 2. Captain Thomas's report and

Lloyd's Agent's certificate. 3. Lloyd's Agent's certificate

re Cargo.

S.S. "Canadog" - copy of Survey Report.

S.S. "Allenby" do. do.

Letter from Mr Allen to Managing Director.

Shipping Report

Replies to Remarks on Accounts and Lloyd's Agent's certificate re Rams.

Statement on Accounts

Specifications:-	Tool.	Skins.	Hides.
Triangle D.M.	128		
Triangle F.R.	2		14
Triangle			37
J.H.D.	42		
S.I.	144	3	
W. Fall	45	3	

1897

LIMITE.

CABLE

May 24th

00.

Sir,

I wrote you last on the 14th ultimo per Panama, and received your despatch No 1011 on the 24th instant.

4. Par. 4. Mr. Harding will have informed you of the arrangements he made with Messrs Wilson Sons & Co Ltd. with regard to the Agency at Santos Viana. They are most obliging and pleasant people, and as an instance of this I may mention that they obtained, and sent over by shore mail, a telegram for the Larnon. Morton was paid for the shipping order by cheque on the London & River Plate Bank Ltd on January 18th. And by last mail I received a letter from Carlisle Crocker & Co. saying that as they had been unable to collect from Morton they would like us to remit value of the order to them. I have sent Morton's receipt in full, and I am replying to Carlisle Crocker & Co to that effect.

5. Par. 5. Everybody here connected with the "Oscar" agrees that she was found out to be a hulk. A full survey was held on board when the Captain thought sufficient coke had been removed, and the report says that a "long leak" had been discovered on the starboard side of the casewater, sufficient to account for the water gaining on the pumps during the bad weather she experienced. This leak has been thoroughly stopped and the coke is now being replaced on board. Capt. Schmidt tells me that he wants to return to Valparaiso on the 5th June by the Orita, and that he hopes to dispatch the vessel before leaving. We may therefore anticipate that she will be ready in a week or ten days, but as we are doing very

A. R. CORRE 1897.

Managing Director,

London.

little work on her it is not easy to forecast.

4. Mar. 6. Of course the mishap to the Lafonia considerably reduced the quantity of wool on hand. Instead of getting a possible three loads by her we only had one. The Brits shipped all we had ready.

5. Mar. 8. I have seen Mr J. C. Cameron with reference to the shipment of mallow and sheepskins from San Carlos, and he has promised to let me know when he wants a schooner. He told me that he received instructions from Mr W. A. Cameron by last mail to ship everything he has on hand by the "Lygon", but that he does not propose to give her any mallow, although some of it may be ready when the vessel arrives.

6. Mar. 11. I am sure that Mr Allan and all our men will be very pleased to hear that Fr. Foley is coming out again. He was a general favourite round the Camp, and on all sides it was recognised that he was an exceptionally good doctor.

7. I have sent the Colonial Government an account showing the disbursements, to date, on the Varain telephone line, and have been informed that they will pay their proportion. At present they have the invoices and our account for landing etc; when these have been digested I have no doubt we shall receive a remittance from them.

8. I have to report that on the evening of the 17th April we had a narrow escape from another fire on the Great Britain. The Lafonia had been discharged into her in the morning, and during the afternoon a fresh breeze from the North strengthened into a gale. At seven o'clock in the evening sparks and flames were observed, and an alarm was at once raised. Many of our men were then at the Industrial Exhibition, but without hesitation many of them hastened to the jetties. It was by that time blowing most furiously, and in spite of three attempts Captain Thomas and his men failed to get off. Meanwhile, V. Biggs got together a crew and most pluckily left the West Jetty in the Carpenter's boat, reaching the hulk after very considerable difficulty owing to the wind, sea and darkness. He then found that the sparks were being blown from

3.

the "cinder bath" on deck, and the flames were from the tarpaulin over the after hatch. The deck was quite hot and Higga tells me he is confident that a serious conflagration was only prevented by prompt action. He threw the bath overboard, and satisfied himself that no actual damage had been done. I felt that we had to compensate not only those who got to the Great Briatin, but also those who at risk of life made repeated attempts to do so. The actual money rewards amounted to £ , besides which I have agreed to recompense those whose clothes were damaged. The fireman through whose carelessness this occurred, was Higgins, the man brought down from Monte Video in the Samson. His agreement expired on the 6th May, and I considered that his services might be dispensed with. He left the Colony for Punta Arenas by the mail of the 2th instant. It is perhaps only fair to add that the exceptionally high wind doubtless fanned the warm cinders into life when under ordinary circumstances he might have considered them extinguished. Mr Harding had a tank fixed on the deck of the Great Briatin for the reception of the cinders, and the firemen were told not to use the "bath" at all - it will now be impossible to do so again.

4. I beg to remind you that David Dick's agreement, as blacksmith, expires on July 11th. I believe Mr Harding was not satisfied with his work, and did not wish to extend his agreement. Blyth is frequently ailing, and there has been considerable ground for the complaints of the various shipmasters at the delay in the Smithy. I am confident that I am expressing Mr Harding's wishes when I say that we ought to have another blacksmith. I presume Dick will desire to return to Scotland, and with your sanction I propose to let him leave by the steamer of July 15th. Perhaps you could not obtain a suitable man so quickly, but if you should be able to send out a successor by the mail leaving Liverpool on August 5th, we could tide over the interval, provided there are no ships in for repairs. If there should be, I daresay Dick would stay another month or two at increased wages. If you would cable

to me to catch the Panama at Monte Video on July 4th, I should know how to act. I would suggest "BUIBVOFLN" to signify that Blacksmith leaves by mail of August 2nd, or "BUIBIZALN", that he leaves by mail of August 30th. Of course if Mr Harding has brought the question before you already I may learn your views by the next despatch; in which case I shall not expect a cable.

10. Osborne tells me that he is confirmed in his belief that the Lafonia sustained no damage by being driven ashore at Alseker. Had the copper been torn he is confident that she would have been more sluggish, and might have gathered up some kelp which would have shown in clear water. This view is corroborated by Captain Howlands and others.

11. You will probably have heard that the Secretary of State has sanctioned the reduction of the sealskin tax from 10/- to 1/- per skin. The Governor tells me that this concession is the result of twenty months correspondence with the C.B. and was decided on before the receipt of the people's petition, which was sent from here in March. In the opinion of those who might be likely to know, it is probable that the Canadian schooners may again ship their catches from here, though objecting on principle to even a small tax.

12. The leases of Furbar Island, Low Island, Sedge Island and Wreck Islands are to be offered for sale by auction on the 21st July next. Mrs Manseré has requested me to bid on her behalf up to £35 for Furbar and Low Islands and £5 for Sedge and Wreck Islands. She says she has made frequent application for the lease of the former, and has always made use of them. Should she not obtain the lease she will have to remove property which she has there.

13. The British Sarcentine "Lynron" arrived on the 4th instant from a Brazilian port. She entered here and proceeded for Port Stephens and San Carlos to load produce. She anchored in Port William and the Samson towed her further to the West for the sum of £5. The Master afterwards protested that Captain Thomas, being a licensed pilot, should not have approached him as the tug master, and said that unless some con-

F.

concession was made he should report that he was delayed here through lack of a pilot, although he had his pilot "Jack" flying. I declined to go into the matter and he interviewed the Colonial Secretary on the matter subject, but I do not think he got much satisfaction from him. On the day of his arrival Captain Thomas was at the Lighthouse with the Samson and a lighter until 3 p.m., and quite rightly felt that he could not leave our work to proceed on the vessel as pilot. On Friday as we had steam in the Samson I let him run down, but told him he was to do so in order to see whether a tow was wanted. I go thus into details as Captain Symons said he should report the matter home.

14. The repairs to the "M.E. Watson" were completed on May 1st. She was then shifted down the harbour to pick up the anchor which was slipped and buoyed when she was moved up to her repairing berth. In heaving up the anchor (before moving) five cogs of the starboard windlass broke, and this entailed more than a week's further work, as they had to be drilled out and new cogs tapped and screwed in. The Master signed the accounts and the vessel was ready for sea on the 11th, but we had very heavy weather and she did not sail until the 15th. The accounts, as I feared, have mounted up to a very large sum, - £ 2615. 2. 0- for which sum I enclose two drafts on the owners, one for £2500 and the second for £115. 2. 0. This has been a very unsatisfactory ship from the point of view of the reputation of the port. She arrived on November 12 but the Captain would not do any repairs until he had heard from his owners, and it was not until January 16th that anything appreciable was done on her, and considering the amount of work effected, three months was not an excessively long time. The item of £400, cash to Captain, is accounted for by the fact that he drew money to pay the wages of discharged seamen, and paid in cash a "slop" account of over £170.

15. The repairs to the "Caradog" are now almost completed, and I hope to be able to enclose the accounts and the Master's draft. There has been a considerable amount of

6.

work done on her, and I do not think the time occupied has been unduly long.

16. The Master of the "Allonby" received a cable message from his owners last mail, in which it was stated that the vessel is only partially insured. We have not had occasion to alter our estimate of the probable amount of disbursements, £1500, and if the weather is favourable she should be ready to sail at the end of June.

Telegram

17. I received from Monte Video a copy of a ~~letter~~ telegram from Valparaiso to the effect that the "Saint Leonards" would arrive here about June 3rd, and that she would have space for 160 tons weight. At the present moment we have just over 500 bales of wool and 115 casks of tallow on hand, and I estimate that by June 3rd we should receive at least another 700 bales which would bring the total weight up to about 350 tons. I propose therefore to ship 300-400 bales by the Gaelic, that is if, as I hope, we have a prospect of getting in the above quantity.

I am,

Sir,

Your obedient servant,

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GASLIT.

GASLIT

May 25th

03.

Sir,

As the Gaslit is late I have an opportunity of writing a supplementary despatch.

I regret to report the total loss of the *Norma* on the evening of the 14th instant. She had been to Spring Point and taken all the produce from there (141 bales and 14 bales sheepskins and 1 hide). I had arranged for Howlands, if possible, to go from there to Funnose Head, and thence to Fox Bay and San Carlos to bring the *M. Snickneys* and *bonners* in for this mail. He could not, however, get to Funnose Head and went North about to San Carlos. He there picked up the *bonners* and four bales of wool, leaving for Fox Bay at midday on the 15th instant. At 7 p.m. she ran on the reef to the North of West Island, and though the crew worked all night jettisoning wool and running out anchors the schooner remained fast, bumping hard all the time. She made no water all night, but about 2 a.m. on Sunday the water came flowing in and it was evident nothing could be done. All hands then went ashore on West Island. The *Lafonia* was then coming down the Sound, bound from Stanley to Fox Bay with the mail, and though she was unable to get close enough to hold communication, owing to strong South Easterly wind and tide, she saw she was ashore. He wrote a letter informing me of this and got a man from Great Island to take it across to Stanley Harbour. Upon receipt of the news I at once dispatched the *Sanson*, and at present she has not yet returned. The *Lafonia* arrived in Stanley on the morning of the 24th with Captain Howlands and the crew of the *Norma*, as well as all

P. H. Cobb Esq.,

Managing Director,

London.

2. the passengers (43 souls in all). Howlands reports that the schooner is a total wreck, being full of water and breaking up; the boats, sails etc. were salvaged and brought in by the Lafonia. I have not at present been able to get a protest noted; yesterday was a public holiday, and Howlands is hardly fit for anything yet, - he has had no sleep for four nights and is in a low state. I will, however, see that it is done as soon as possible. I do not know what we shall do as regards the collection of the rest of the produce. There are at least 1500-1600 bales of wool and sheepskins to come in, as well as tallow from Goose Green, San Carlos, Port Howard, Mill Cove and Ray Cove etc. Besides this work we have to get the Darwin telephone posts out to various places between here and Darwin. It does not seem to be possible that all this work can be done by one schooner, to say nothing of the West Falkland mail (which, of course, must now take its chance); I therefore propose to try and charter a schooner from Sandy Point for six months, and should like to send Howlands across by next mail. If he goes I will instruct him to call at Stubbsrauch's office in case he finds it necessary to submit to you the offers he receives.

3. The accounts of the Caradoc are now made up in the rough, and I find that they exceed the amount of the credit opened. I am therefore cabling you to get it increased to £1100. Some delay has occurred owing to the fact that Atherton had not completed the repairs to the pump of the donkey engine when he left in the Samson. I have got Harris - who happens to be in Stanley - to work at it, but I fear he will not finish for two or three days.

4. I have received a letter from Mr C.C. Wesell, of Passage Island, stating that he has shipped 40 bales of wool and 7 bales of Sheepskins by the S.S. "Lovari". He does not specifically state that it is consigned to you, but Mr Harding informed him that this was to be done so long as his account was overdrawn.

5. Mr Oswald's agreement expired on the 18th instant, but

in accordance with arrangements with Mr Harding, he remains.

6. In further reference to the question of coal by sailing vessel, I have now heard from Mr Miller that he does not want any at Mill Cove, and from Mr Mathews that none is used at Port Howard.

7. Owing to the wreck of the Fortuna, and the delay to the Lafonia, we shall have no produce to ship by the Gaelic, and I greatly fear we shall not have the full amount for the cargo boat.

May 17th. 8. The Gaelic arrived at dusk this evening, and leaves early tomorrow morning. I have received by her your cable:- Fogasen Fictionist Allonby.

9. The Samson returned this afternoon. Captain Thomas reports that the mainmast is gone out of the Fortuna, and that she has settled down on the reef, her stern being awash. He was not able to salvage anything except a few ropes, blocks etc.

10. The French Marse "CASSARD" of Nantes, bound from Sydney to Salmouth, with a cargo of wheat, ran ashore on the S.W. corner of Bleaker Island during the night of the 10th instant. All hands were saved and cared for at the settlement. When the Samson went out to the Fortuna, Captain Thomas saw the wreck, but on boarding her found her abandoned and learnt from the shore that the crew went there. He called back on his return, and brought the Master and crew (10 in all) into Stanley. As there is no French Consul here the Government has taken charge of the men, and I understand propose to ship fourteen of them away by this steamer. The Captain informs me that all papers have been lost, but that he believes the insurance was partly effected at Lloyd's. He has requested me to let the Samson run out tomorrow with surveyors to report upon the condition of the wreck, and assures me that his owners will be answerable for all expenses, as according to French law an independent report must be obtained where possible before the insurance is paid.

11. I enclose the accounts for the Caradog together with the Master's drafts for £1000 and £162.13. 0.

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LIMITED.

S.M.I. MEMBERS.

June 11th

06.

Sir,

My last despatch dated May 15th left by the Gaelic on the 20th ultimo, since when I have received on the 7th instant your despatch No 1011 and telegram "Pabelai Smith Impleased "Cocaugreen". I have passed this cable on to Mr Allan.

2. Par. 4. I will endeavour to collect some of the old telephone wire and ship it home. It has occurred to me that as the price of copper is so high you might entertain the idea of stripping off some sheets of metal from the Sabino. She is coppered seven or eight sheets above the water, and it would not cost much to remove, say, half of these.

3. Par. 6. Dean Brandon asks me to express to the Board the thanks of the family for their kindness in granting free passages home for Mrs Jameson and children. As we have debited the estate with this cost (£47.16. 3), it would be a convenience if you would refund this amount at your end.

4. Par. 7. We are glad to hear the decision of the P.S.N. that in future we are to ship nothing in Port William, and will endeavour to make the indents per Brita as light as possible. On the arrival of this vessel last week it was very dirty weather in Port William. The wind had been blowing from the East for a full week, and consequently there was a tremendously heavy swell. It is dangerous work having the tug and lighters alongside under these conditions, and we are relieved to know it will not occur in future.

5. Par. 9. Captain Edwards, of the Allonby, has shown me a letter from the owners in which they adopt a less disagreeable tone than when writing to you. I will certainly watch

J.E. Cobb Esq.,

Managing Director,

London.

the account very carefully, but as the vessel has been here for two months it is somewhat late to commence refusing payments to the Captain. I am hoping that your telegram via Punta Arenas means that you have got an unconditional credit arranged. It happens in almost every case that the Master of a vessel here draws a lump sum of from £20 to £50 at a time with which to give advances to the crew, pay police court fines, buy stores for himself and crew, or pay his own incidental expenses on shore, and as in the case of the M. E. Watson - where no less than seven men were discharged - for paying the wages due. It has not been customary for us to ask how the money is spent, and we have been under the impression the Master had authority to act for, and was answerable to, his owners. Where a distinct credit has been asked for and obtained, surely the owners cannot say they will accept the Master's draft for "legitimate" expenses, only.

6. The Orita arrived here with a case of Smallpox on board, and A. Ogilvie was put into quarantine at the Navy Range house. No communication was allowed with the steamer, and Captain Hayes agreed to discharge the cargo into the lighters, we putting one man on each to look after her, to let go ropes, anchors etc. These two men were afterwards sent over to the quarantine station, and are to be kept there for twelve days at least. All the mails and cargo were fumigated, and every effort made to prevent an outbreak, but the medical officer has insisted upon all these precautions because Ogilvie had been sharing a room with the man who contracted the disease.

7. During the late Easterly wind, great damage has been done to the new landing stage at the Lighthouse. There was an exceedingly heavy swell, and I am told that the steel girders buckled up like so much hoop iron, that the landing stage is practically wrecked and the crane fallen into the sea and broken. I have not seen Mr Trerise since the occurrence, but inquiries have been made, on his behalf, as to the Scotch crane we purchased from the Naval Depot.

5. An official enquiry has been held into the loss of the Fortuna, and although the verdict has not been communicated to me, I understand that an error of judgment as to distances is held to be the cause. This practically exonerates Rowlands from blame. Captain Thomas informs me that he boarded the wreck, which was heeling over at an angle of 45° , and found the mainmast gone and only hanging to the jumper stay, the main winch fallen through the deck, the port bilge stove in, and the rudder projecting some 3 feet above the stern. He saw about 30 feet of the keel lying close to the vessel, and is of opinion that her bottom and starboard side are absolutely good. I have a complete list of all that was salvaged, and this, together with the remains of the schooner will be sold by auction as soon as possible. In making out an account for the Underwriters, I presume I shall be correct if I charge a substantial sum for the services of the Samson. - as she was under steam five days I do not think a smaller sum than £100 would recompense us. Seeing that the Fortuna was insured against total loss only, I am not clear whether the Underwriters will pay more than the amount for which she was covered, but as the tug was sent out to endeavour to prevent a total loss it seems that they should reimburse us for all expenses incurred with that object. I have obtained the Captain's receipts for the cargo on board at the time of the wreck, viz: - 14½ bales Wool, 24 bales Sheepskins and 2 hides, and I.B. 4 bales Wool, and these, together with a certificate from Lloyd's Agent I enclose, to enable you to recover. The protest was extended before Rowlands left, but so far I have not been able to get it from the Registrar.

6. I sent Rowlands across to Sandy Point by the Orita, with instructions to do his utmost to charter a schooner, as I feel that we cannot sit down and do nothing. If we cannot hire, at least the clients whose produce is not yet in will not be able to say that we did not take any steps to endeavour to overcome our difficulties. The Governor asked me what we proposed to do about the West Falkland mail, and said that as we were under no contract to carry it he felt that he would

4.

Firm

have to offer some Sandy Point a subsidy to do this work, as an experiment. I persuaded him to do nothing in the matter until we heard how Rowlands fared, and promised him I would undertake the delivery and collection of the two next mails, at least. Owing to quarantine regulations there may be some delay, but I hope to hear from Rowlands by the Oravia.

10. The Caradoc sailed on the 2nd instant. The repairs to the pump of the donkey engine were protracted by the fact that one of the parts was accidentally dropped overboard by one of the crew, and that a new one had to be turned by Atherton after his return from the West. I enclose a small supplementary account, the balance of which was paid in cash by the Captain.

11. The Gustav and Oscar had reloaded all the discharged coils by the 5th instant, and as there was a fine easterly wind blowing Captain Schmidt was anxious to get her to sea as soon as possible. She was therefore towed out on the 6th, but owing to the swell in Port William the tow rope parted and the vessel had to be anchored. During the night she was pitching heavily, and at about 5 a.m. she lost one anchor and chain. The Samson went out next morning to make another attempt at towing, but whilst they were heaving up the second anchor the cable carried away, and the Samson brought her back to the harbour. They have a spare anchor on board, and I have promised to supply another, together with about 20 fathoms of chain if we can spare it from the Glengowan. So far the weather has been too bad to do anything in the matter. I enclose a copy of the accounts up to the time she was towed out, showing a total of £1025. 3. 2, for which Captain Schmidt gave drafts at 30 days sight on Messrs Gutschow & Piza. These I sent to Messrs Warwick & Co for collection. You will observe that I only charged 1% commission, I made this abatement in response to Captain Schmidt's earnest request, and in view of the fact that the drafts are payable at 30 instead of 60 days, as at first arranged.

12. Two of the crew of the Fortuna were sent home by the Gaelic as Distressed British Seamen. I disputed our liability

5.

by, but the Colonial Secretary said that he so read the law, and that it was open to you to raise the point with the Board of Trade. I might add that both men were prepared to pay for their passages, and it was only after an interview with the Shipping Master that they applied to be sent home as F.B.S.

13. I have had to coal the Samson since her return from the Fortuna wreck. As we had already taken the 200 tons sanctioned by the Admiralty, the Naval Store Officer demurred to our having any more, but on my telling him that I had asked you to arrange for our being allowed to have a further quantity he agreed. We put 20 tons into the Samson, and had a further 2 tons for the use of the Lafonia etc, as wanted.

14. Luckittemborg being now in Stanley, I made an attempt to have settled the salvage claim against the Chance. As stated in your despatch 226-7 there is no object in proceeding against the owners of the vessel, and the Colonial Secretary tells me that a claim against the Underwriters of the cargo will not lie as they cannot appear in Court to defend. It would appear therefore our only remedy is to proceed against the owners of the insured cargo, who are J. J. Pelton (365) C. Williams (3120) and A. Pitaluga (320); the balance belonging to various people in small amounts. The Governor informed me that there is no Vice Admiralty Court in existence, and that the case would be dealt with under Ordinance No 3 of 1872 (section 26) in the Supreme Court. He said that if both parties were agreeable he would be ready to act as Arbitrator, but that considering all the circumstances he would suggest my consulting you again before proceeding with the case. Will you let me know what further steps you wish me to take?

15. An official enquiry into the loss of the French Barque "Cassard" has been held. All matters in connection with this case are in the hands of the Receiver of Wrecks, and so far nothing has been done with reference to a survey of the wreck or sale of anything that may be salvaged. I understand that the fore part of the vessel is well up on the rocks, in which case it may be possible to secure the anchors, chains etc

6.

16. I engaged the "Richard Williams" at £2.10. 0 per day to run up to Port Louis with stores, and to bring in the small balance of produce there. She did this work in four days, so I trust we shall not be out of pocket, and we have the double satisfaction of clearing that port and securing a few more sales for the steamer.

17. I have shipped a cask of Sealskins belonging to Mrs. Samsen. It is doubtful whether it contains nine or eleven skins.

18. When towing the Gustav and Oscar back from Port William, one set of the Samsen's fire bars fell out. Atherton managed to keep sufficient steam with one fire to get the vessel to a safe anchorage, but it was a very ticklish business seeing that the ship had no anchor shackled on. Atherton had one spare set of firebars which he fitted in at once, and I sent a sample over to Sandy Point by the Urita so as to get some at the earliest possible moment.

19. The S.S. "Saint Leonards" arrived this morning, but I fear will be too late for the sales of July 10th. She will take all the produce we have on hand, and get away tomorrow night probably. I thought we should have had more wool in, but the Safonia has been away a fortnight, and I fear that the late Easterly winds have jammed her in Port Howard. I am cabling you as follows:- "Leonards Puscinos Posevais Pourtour"

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Duplicates.-(Originals per Caelic, 28th May 1906.)

Despatches Nos. 237 and 238

Copy of Cash Book and Journal for March.

Store Indents No 255

Remarks on Stores

Stanley Ledger balances 21st March

Ind of Exchange No 2442 on Gracie Beazley & Co for £2500

"	"	2444 "	ditto	"	1115. 2. 0
"	"	2447 "	J.B. Brooke	"	1000
"	"	2448 "	do.	"	162. 12. 0

Mr Allen's Report of May 16th.

Ship "A.L. Watson" - Accounts

Sk. "Caradoc" - Accounts

Insurance on Produce Return No 65

Coasting Insurance

Stanley Wages Return March 21st.

Remarks on Accounts and Replies.

Statement on Accounts.

Originals.

Cash Book for April

Journal " "

Cash Vouchers, East and West Stores.

Ind of Exchange No 2449 on J. Moore & Co for £ 42. 2. 0

" " 2450 " Duncan Fox & Co. for 50. 0. 0

Sk. "Caradoc", Supplementary Account.

Sk. "Gustav and Oscar" - Account.

" " Final Survey Report.

Fortuna's cargo receipts etc, and Certificate.

Specifications:-	Wool.	Skins.	Tallow.
F		12	
S			
H. I. C.			255
J. C.			48
J. H. D.	42		

Statement upon Accounts.

Remarks upon Accounts

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LIMLID.

STANLEY.

19th June

03.

Sir,

I wrote you last by the Saint Leonards, which left here on the 15th instant. I regret that I then omitted to acknowledge receipt of your letter of May 11th.

1. I note that the Directors have decided that in the case of a ship's disbursements exceeding £1000 we may, at the request of the Captain, agree to his drawing a draft at 90 days.

2. The Lafonia arrived in Stanley within three hours of the Saint Leonards' departure. She has experienced exceptionally heavy weather, having been blown away to the southward, and out of sight of land for more than two days.

3. Osborne reports that nothing is to be seen of the Fortuna wreck, - a considerable quantity of wreckage has washed up on Great Island, consisting mostly of broken pieces of wood. We had hoped to be able to get the masts and main boom.

4. I have informed Dick, the blacksmith, that we do not propose to renew his agreement when it expires next month, and that you will be sending another man out to take his place.

5. The Gustav and Oscar was towed out to sea on the 16th instant. We supplied an anchor and about 100 fathoms of chain from the Glasgow, the price being £300. For this, as well as for the services of the Samson (£20) and a few other items, I have a draft on Messrs Gutschow and Piza at 90 days sight, which I shall forward to Messrs Vorwerk & Co for collection. Captain Schmidt had intended leaving for Valparaiso in the the Brita, but decided to wait and see the vessel away. He goes by the next steamer.

Y. L. Cobb Esq.,

Managing Director,

London.

Mr. Arvise has approached us with reference to the Scotch crane we bought from the Naval Dept. I have agreed to have it put together under the superintendence of his Engineer, and if it is complete he will purchase it. It has never been used or even put up since it came out, and though it is said to be complete we cannot, in the absence of any specification, be sure that it is so without putting it up. As regards price I have told Mr. Arvise that I would ask you to arrange this with Mr. Mathews of Trinity House. Mr. Harding reported, in 1875-10, the cost price at home. Mr. Arvise knew of these quotations, and I did not think anything would be gained by discussing the matter with him. I may be able, before this will leave, to inform you that the crane is complete, and has been supplied; but in any case Mr. Arvise will telegraph to inform you, and inform them of the damage to the works, then either asking for another crane or telling them that he has agreed to take this one.

2. The steamer "Moss" (sloop), bound from Port Stanley (Night Star) to New York, with a cargo of lumber, put into Port Phillip at the North Island, where it provisions and water. It will take about 2000 gallons of water in the water tank, and I anticipate that we will get away in two or three days. Having seen the steamer is so large, and that Messrs. G. E. Plimmer & Co. own several vessels, I have not thought it necessary to cable for a credit to be arranged. I suppose such San Francisco firms will still be able to meet their liabilities.

3. I am glad to say that no sign of smallpox has appeared at the Quarantine Station, and that it is proposed to allow the men to leave tomorrow. I take it that the P. S. M. C. are not liable for the wages of our two men, who by handling the cargo become "suspect", as the bill of lading says all quarantine expenses upon goods are to be paid by the shippers or consignees of the goods. At the same time, I think that as we gave the services of those men in our capacity as Agents we are fairly entitled to recover our expenses, and shall there-

fore charge such in the P.S.M. account- if necessary, it can be transferred later.

10. Atherton complains very much about the quality of the coal from the Naval Depot. He says that the Storekeeper insists upon our having the "St. Hubert" coal, and that during the three years it has been here this has deteriorated considerably. More particularly, however, he complains of the smallness of the coal, due to so much handling, and says it falls through the firebars unburnt, thus causing great waste and damage to the firebars.

I am,

Sir,

Your obedient servant,

EXHIBITS.

EXHIBITS. - (Originals per Saint Leonards, 17th June 1903.)

Despatch No 132

Cash Book for April

Journal " "

Bill of Exchange No 1442 on J. Hoare & Co for £42. 2. 0

" " 1450 " Duncan Fox & Co £0. 0. 0

Bk. "Gustav and Oscar" - Accounts.

Remarks on Accounts

Statement on Accounts

Specification & Bills of Lading per Saint Leonards.

 Originals.

Cash Book for May

Journal for May

Cash Vouchers, East and West Stores.

Store Indents No. 566

Remarks on Stores and Replies

Mrs Dean's cheque for £12. 7. 4

Goose Green Tallow Summary.

Letter for Managing Director.

Coasting Insurances

Statement on Account

Shipping Report

Letter for F.B. Cobb Esq.,

Specifications:-	Wool.	Skins.	Tallow.	Hides.
Triangle				
P.M.	37			
U.S.				
G.I.	25	2		3
I.			45	

1887

UNITED.

GRAVE

21st June

53

Sir,

The GRAVE arrived early this morning, and leaves as soon as we can get the mails. She has no room for any cargo, so that the Lafonia load which we have on hand will remain. I have received your cable as follows: - ROBERTS CAPTIONER: REMAINS REMOVED OF PUNA COLLECT PRODUCE REMOVED TO PUNA.

2. I have received a letter from Captain Rowlands saying that he has chartered the schooner "Consort" at £100 per month, for a period of three or six months. I have a copy of the contract, one clause of which states that if in the course of the charter the schooner should be lost we and Messrs Lister & Co will bear the loss in equal parts, the value of the vessel being agreed at one thousand pounds. I have therefore enclosed in my cable a request that you would insure for £500 for a period of three months. Rowlands says that he thinks the schooner will carry about 135 bales, and that he hopes to be able to leave Punta Arenas by the 10th inst. As it seems likely that we can collect the produce with the aid of this chartered schooner I have not thought it necessary to avail myself of your permission to charter a steamer. Rowlands adds that no steamer is available at Punta Arenas, as there is a great deal of work going on there.

3. I have received a letter from Messrs Wahler & Co, of Punta Arenas, offering to salvage the wool and sheepskins lost in the Fortuna. Owing to the illness of the auctioneer the sale of wreck and salvaged gear has not taken place, and therefore remains the property of the Underwriters. Captain Thomas

J. E. Cobb Esq.

Managing Director.

London.

ENCLOSURES.

Mr. Foster and Oscar.- Supplementary Account.

Copy of P. O. N. O. account.

Passenger List-Cravia.

Statement on Account.

Copy of letter from Tahlen & Co.

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VICTORIA.

July 17th. 06.

Sir,

I wrote last by ship "Gravia", on the 21st June, and have since received your despatch No 1013 per "Panama".

2. Feb. 2. There has been considerable difficulty in carrying on the landing of material for the new lighthouse. Owing to the destruction of the landing stage and crane such work was temporarily brought to an absolute standstill; since the erection of the crane procured from us the weather has been very indifferent, and when we delivered this crane we did so under very great difficulties. Mr Frevise is now anxious to have some 100 casks of cement landed, and so hope to do this work during the present week. It not infrequently occurs that a telephone message is received to the effect that there is "good landing" to late in the day to raise steam and go down, or when the mail steamer is either over-due or actually in the harbour. However Mr Frevise is much more reasonable than when he first arrived, and appears anxious to consider our convenience whenever possible.

3. Feb. 3. I trust that the Admiralty will fall in with your suggestion, and allow us to draw what coal we want. Mr Herring informs me that, acting on instructions received by cable from the Admiralty, he has now handed over everything connected with the Naval Depot to the Colonial Government, and himself goes to England by this mail. There may be difficulty in getting coal from the stock here if our requisitions have to be sanctioned by the Governor, and it would therefore be well if you could get permission direct from the Admiralty.

F.R.Cobb Esq.

Managing Director.

London.

4. Par. 4. I enclose a list of the present subscribers to the sustentation Fund, from which you will see that the total amount produced, apart from the Company, is just over \$200 a year. So far no active steps have been taken to secure larger contributions from the farmers, nor has any canvass of Stanley people taken place. In considering these latter it must not be forgotten that the annual bazaar brings in, for Church purposes, nearly \$100, the bulk of which comes out of the pockets of local sympathisers.

5. Par. 5. Mr G.J. Pelton came into Stanley to meet the last steamer from Sandy Point, expecting that the canning people would have come across. I understand that he received information to the effect that in view of your arrangements with Mr Stanley Wood the proposal to start canning works at Teal Inlet had fallen to the ground. I was also told that Mr Smith had gone to England by a steamer which did not call at the Falklands. There is a consensus of opinion here that if we step in others must, perforce, drop out, seeing that we have far more to offer in the way of sheep, plant and shipping facilities.

6. Par. 6. The "Consort" left Sandy Point, under our charter, on June 23rd, got over to Fox Bay in three days, and then proceeded to Hill Cove and Kappel for a load. She arrived in Stanley on the 28th inst, with 115 bales as well as sundry casks of tripes etc. She had six months' stores on board, the bulk of which have now been landed, and I think that we may look to her carrying 130 bales when fully loaded. I enquired of Messrs Wilson sons & Co Ltd, whether it was likely that we could charter a schooner or steamer at Monte Video, and their reply is that the prospects of doing so are poor, as the demand is in advance of the supply. On the whole, therefore, I hope the Board will think I have done the best possible under the circumstances, and I feel confident that we shall be able to collect the balance of the produce with the two vessels. You will have taken steps to cover our risk of a claim for the loss of the Consort for three months, possibly by next mail I may

be able to inform you whether we need keep her longer than that. I now forward you a copy of the contract with Lion & Co, and regret that it was not possible to forward it by last mail.

7. Feb. 11. I quite recognise that it would have been better if Captain Thomas had made a salvage agreement with Osborne whilst the Lafonia was still on the beach. The difficulty which has been experienced here in getting a Vice-Admiralty Court to award the rate of remuneration for the services rendered to the "Chance" did not, however, lead one to anticipate that we should be rewarded on a more liberal scale if an agreement, made locally, were referred to that tribunal. It struck me that services rendered under the conditions surrounding the case of the Lafonia were more likely to appeal to the Underwriters than to local people. I do not think that anyone who was on the spot could give any other opinion than that the schooner would have got off without the services of the tug, and had a large sum been demanded by Captain Thomas Osborne, acting as agent for all concerned would hardly have been justified in accepting it until he found that the vessel would not come off during the high tides.

8. Feb. 14. Mr Homer arrived by the "Panama", and has now gone out to Darwin. I was sending the Consort there with coal, Dr Foley's luggage etc, and thought it a good opportunity to get the telephone poles that have to be landed at Darwin itself out at the same time. Mr Homer overhauled these 117 poles, unpacked the cases of instruments and material, and left in the schooner on Sunday. I have suggested to Mr Allan that as Mr Homer wants to see the route he should send him back to Stanley overland, and when he returns he will have a better idea of the nature of the ground. I have informed the Colonial Secretary that the Company are willing to hand over his services to the Government when they have any work to be done. The gaoler is something of an electrician, having passed certain examinations whilst in the Navy, and he has charge of the lighthouse telephone etc. Mr Homer tells me that so far as he can see the following appliances are still to come:-

two dozen tapper cells, diagonal pliers, Ericsson spanners, and an instrument part box. He says that he understood that the cells were to be "H.C.C.", whereas those invoiced are "Dania". Further, he says the saddles are five inches from nail hole to nail hole, and the girth of the poles are not more than $4\frac{1}{2}$ inches at the top. He says this will make no difference to the strength and durability of the work, but he fears that it will not be so well finished off as he would wish.

9. The wreck and cargo of the French barque "Cassard" were sold by auction on the 18th ult, and I bought both lots for £375, namely £355 for the ship and £20 for the cargo. Braun & Blanchard sent a man over here, and I have reason to believe that he was responsible for the bid of £350. I enclose a list of materials said to be on board the wreck when sold, but a great amount of damage and destruction appears to have taken place after the ship struck. As far as I can gather the officers and crew became absolutely frantic; they burnt three barrels of pitch on deck trying to attract attention, and smashed doors etc to pieces to feed the flames. They appear to have got at the liquor on board and committed much wanton destruction. Should we succeed in salvaging an appreciable proportion of the gear we shall get some valuable property, - the winch, donkey engine, anchors and chain are excellent. I arranged for the Samson to take the West Falkland mail this time, calling at Darwin on her way, with Dr Foley and other passengers, and sent Mr Serton and a few labourers out in her to see what could be done on the wreck, the tug calling back there on her return from Fox Bay. The Samson got back here on Sunday, bringing 130 bags of wheat. It is estimated that some 2000 bags (224 lbs, each), absolutely undamaged can be got out of her, besides an unknown quantity that is more or less damaged. (She had a cargo of 3000 tons of wheat, mostly, if not all in bags). I propose selling these 130 bags at once, at 15/- each, and hope that it may be feasible to send one of the hulks down to the wreck, to be loaded and towed back here. If Wahlen & Co's steamer should come into Stanley I may be able to get this wheat brought into Stanley at a price per bag. With regard to the vessel, there seems to be very little hope

of getting her afloat; her decks have burst upwards about a foot, and the water rises in her some four feet with every tide, pointing to the probability of her bottom being very seriously damaged. If we get a haul down there we can bring back the anchors, chains and machinery, but the first consideration must be the cargo, as the water will gradually work its way up through the wheat after a time. The steam winch was used for loading these 130 bags, and was in splendid condition.

10. The American ship "Occidental" was supplied with water and provisions, (for which I enclose the Master's draft on Messrs G.E. Plummer & Co, for \$128:16:6) and was ready to sail on the 25th of June. Some difficulty was experienced in getting under weigh, and the Captain dropped anchor again, and asked for the services of the tug. I agreed to this for the sum of \$50, and enclose a further draft for \$53:15:0 to cover this.

11. Rutter is anxious to give up the Stanley Arms prior to his departure for Patagonia, and has advertised the goodwill etc in the Magazine. I have told him that he must make no arrangements without submitting the name of the proposed tenant for approval.

12. The Government have called upon Bender to pay half the cost of repairing a boundary fence, and I advanced him \$12 for this purpose. He was informed that if this amount was not paid at once they would take the matter into serious consideration when dealing with the question of the renewal of his lease next year.

13. So far I have had no intimation as to whether Messrs Wahlen & Co are sending over a steamer to save the Fortuna cargo, but Mr J.G. Cameron told me that he had been asked to undertake the work of drying and rebaling any wool that may be recovered. Should it be decided to work in this manner it will be very slow and expensive, seeing that facilities do not exist at San Carlos for dealing with more than two or three bales at a time, and that the others must be kept immersed in water until they can be attended to. There will scarcely be any money in it.

14. I paid Rowlands' expenses in Sandy Point, amounting to nearly \$15, debiting the "Consort Charter Account" with this sum. He says that he could not keep his expenses down any lower; he board-

6

ed at the Keesner Hotel, and had to incur sundry unexpectedly high charges during the 13 days he was there. He asked me about his wages, and I replied that as he went over on Company's business, and is now on the Consort on our behalf, I would pay him his monthly wages as usual, but that the question would be referred to you for decision. I have requested him to sail in the Consort to look after our interests, and to push her as much as possible. He says it is "heart-breaking" work trying to get her to do anything, but naturally he compares her with the Fortuna in all his calculations.

15. In view of the possible salvage operations in connection with the Fortuna I have not yet had the boats and gear sold. I now enclose Rowlands' extended Protest, and trust that with those sent last mail you will now find the necessary papers complete and in order.

16. We are shipping several barrels of tripe for Reddemann as soon as a steamer will take them; he has returned from the West, and is now engaged cleaning and salting others for a future shipment. I have received a letter from Mr F.F. Brinckman, of Hamburg, stating that he is prepared to honour Reddemann's drafts on him to the extent of \$1 for each barrel of salted legs, and 2d each for tripe.

17. The work on the "Allonby" is now practically finished. We have been much delayed owing to the inclement weather, otherwise I feel confident that it would have been completed by the time mentioned, - the end of June. I fear that it will not be possible to forward the accounts this mail, but will make them up in rough so as to see whether the estimated amount has been exceeded.

18. The Government has now paid us the sum of £267:13:3, being one fourth of the total expenditure on the Darwin Telephone up to the end of May. The Colonial Secretary went very thoroughly into the accounts, and expressed himself as convinced that the full sum of £800 would have to be paid by the Government.

19. I enclose two copies of the S.A. Missionary Society's account

7

for the past quarter, together with a draft on them for \$97:1:6.
I also enclose half-yearly accounts for the following:-Messrs
Holmsted & Blake, Limited, Port Stephens Account, Pebble Island
Account, J.L. Waliron Limited, Mess C.H. Williams and J.J. Felton.

I am,

Sir,

Your obedient servant,

H. W. Harsine
Manager
to the

ENCLOSURES.

ENCLOSURES. (Originals per OHAVIA, June 21st 1906)

Despatches Nos 280 and 281

Copy of Stanley Cash Book & Journal for May.

Store Indents No 362

Remarks on Stores, and Replies to Remarks.

Barque Cassin & Cassin's Accounts, - supplementary.

Mr Allan's Report of June 18th

Coasting Insurance to June 15th.

Statement upon Accounts.

ORIGINALS.

Store Indents No 367

Remarks on Stores and Replies to Remarks.

First of Exchange No 2454 on George E. Plummer & Co. \$128:16:6

do. do. do. 53:15:0

do. do. S.A. Missionary Society 97: 1:6

Extended Protest etc, re Palmer's Fortuna.

Account Sale, Barque Cassin, and list of material said to be on board

Coasting Insurance to July 15th

Insurance on Produce, Return No 66

Stanley Wages Return, - June 30th

Copy of Consort Charter agreement.

List of subscribers to Sustentation Fund.

Shipping Report.

Remarks upon Accounts, and Replies to Remarks.

Statement upon Accounts.

Accounts current for following:- Holmsted & Blake Ltd. Port Stepher,

Petite Patent, J.I. Valdron Ltd, Mrs C.H. Williams, J.J. Peiton.

Specifications:- Wool Skins. Hides.

P.H. 83

K. 38 6

J.H.B. 27 50

Ship "Occidental" Accounts (2)

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LIMITED.

VICTORIA

July 30th 06.

SIR,

The "Victoria" arrived at 8.30 this morning, and leaves again as soon as we can get the mails. I received, by her, your cablegram "ROGILAS".

2. I have received a letter from the West Coast Manager saying that in view of the loss of the "Fortuna", and that I had said we should be able to ship the small quantities that we should get in by the mail steamers, he has cancelled the proposed call of the "Sarmiento" at the end of this month. Seeing that both the Gravia and the Victoria arrived full, and were not able to take any produce from here it strikes one as being rather absurd to have done this. At the present time we have on hand 415 bales of wool, 39 bales of sheepskins, 51 casks of tallow and 100 hides. Should the "Oriana" be unable to go alongside the "Great Britain" we shall have great difficulty in persuading the Captain to wait whilst we lighten cargo out to him. As we do not know whether she will have any room I cannot well fill up the lighters beforehand. By the middle of August we may expect to have on hand, in addition to the above, some 300 bales of wool and 300 casks of tallow. I am writing to Messrs Wilson, Sons & Co Ltd, asking them to telegraph to Valparaiso explaining the position. Possibly Mr Pearson may still be able to arrange for a cargo boat to call.

3. I have made up the "Allenby" accounts, and regret to find that they considerably exceed the estimated amount. I enclose two separate drafts on Messrs F. Iredale & Porter Ltd, one for £1500 and the second for £361:15:3. I trust it will be found that the cash payments are sufficiently itemised, - the Captain drew £55 for advances to crew (he paid off one man) and his personal expenses on

Yours faithfully,

Managing Director.

London.

shore. The vessel will be towed out to sea tomorrow if the weather permits.

4. Mr Smith has just called at the office to say that he missed the last steamer, and is going home by the Victoria. He understands that you have come to an arrangement with Mr Stanley Wood, and that he will be returning here in October. Mrs Smith has come over, and remains in Stanley until his return.

5. Atherton informs me that one of the blades of the Samson's propeller is broken. He thinks it is the same blade as was repaired in Monte Video. He cannot say, without beaching the tug, whether the spare propeller that came out with the Samson will fit the new shaft, but on the first opportunity we will beach her and fit it on. It would be advisable to have another propeller, as a stand-by; you will, I imagine, be able to get full particulars from the suppliers of the last.

6. By request I am telegraphing you as follows:- IMBIECHI FELTON AND BOLUS GIRL BOTH WELL ELICENT HUSBAND MACIVULLO.

I am,

Sir,

Your obedient servant.

Enclosures.

Mr Kaur's Indent for School materials.

First of Enclosure No 2459 on F. Iradale & Porter, Ltd. £1500: 0:0

do. \$460 do. \$61:15:2

Copy Vagos Return, June 30th

Barque "Allonby" Accounts.

Copy of Final Survey Report, Barque "Allonby".

Copy of letter to Wilson Sons & Co.

Copy of letter to Pinto Basto & Co.

Letter from A.L. Allan to Managing Director.

Copy of P.S.M.C. Account.

Statement upon accounts.

ORIANA.

August 14th

96.

294.

Sir,

I wrote last on the 20th ultimo, and have since received, on the 2nd instant, your despatch No. 1014.

2. Par. 3. I have explained to the Colonial Secretary how the difference arose in Austin's account, and his suggestion is that as it seems probable the Government will be called upon to pay the full sum of £600, no useful purpose would be served by raising questions as to discounts or interest.

3. Par. 4. When the fire on the Great Britain occurred the Governor wrote a note expressing his relief that no serious damage had been done and that no lives were lost. In reply I took the opportunity of asking whether we might be allowed to throw the few hot ashes into the Harbour; upon receipt of your despatch I wrote officially to the Colonial Secretary, saying that, in view of the great danger which exists on the hulk, the Board would be very relieved if a permission were granted to us by which we might, under regulations, be exempt from the Ordinance. To my first letter I had no reply; to the second the Colonial Secretary, as you will see from the copy of his letter enclosed, says that he does not see how such permission can be given in view of the existing law. I regret that I did not send you an account of the damage. The value of the tarpauling that was partly burnt was practically nil, and as regards the

F. F. Cobb Esq.,

Managing Director,

London.

2.

gratuitous paid I had in mind the refusal of the Royal to reward efforts made to prevent a fire and thought it would be useless applying and indeed might convey the impression that the risk is very much greater than it really is.

4. Par.9. When the Lovart took Wesell's wool a breach of the Customs Ordinance was committed, inasmuch as she went there direct from Punta Arenas before being examined and sealed by the Collector. The Governor is very annoyed about it, and it is improbable that Messrs Braun & Blanchard will get many facilities from him in the future.

5. Par.10. We were paid \$40 for the call of the Samson at Bleaker Island. Seeing that she was passing by I should consider that a fair remuneration for the services rendered. I quite realize that these trips of the tug are not the purpose for which she was sent here, and under ordinary circumstances they would not be undertaken. I might, however, mention that Atherton has always maintained that a boiler is more easily kept in order when fires are constantly lighted than when steam has to be raised ~~at~~ hurriedly from cold water. I have found it necessary to send the tug to the Cassard for wheat on three occasions - this is so perishable and the schooners have so much other work on hand that I did not see a probability of getting it into Stanley within a reasonable time unless we requisitioned the services of the Samson. Added to this is the fact that on two occasions I timed her departure so as to meet the schooners at the wreck. It is not the safest thing imaginable for the schooners to lay alongside the "Cassard" unless the tug is handy to get them away in case of a sudden change or increase of wind.

6. Par.12. The cost of the "Consort" works out at slightly over £4 per day, and though it can hardly be expected that we shall make much profit on the charter, I anticipate that her earnings will more than cover the outlay, and she will have tided us over a very difficult time. She carries

3.

more than the Hornet did, and in the 15 days, July 11-25, she loaded and discharged a full cargo of coal, telephone posts, all Dr. Foley's furniture etc, and then brought in and discharged 95 casks of tallow from Gocse Green. I calculate that the outward freight would, at our ordinary rate of 12/6 per ton, realize about £30, and the inward somewhere around £25. On this shewing we go slightly to leeward, but it must not be forgotten that the Farm pays "hire per day"- the days are at their shortest and the winds are light and variable.

7. Par.13. William Armstrong desires me to express his thanks for, and appreciation of, the Board's decision to give him a passage to England as a gratuity.

8. Par.14. It is good news that you have been able to obtain another schooner so quickly, and that she should be able to make quick passages. The farmers will be glad to know that by next wool season our fleet will be once more at full strength.

9. Messrs Wilson Sons & Co have been asked to pay, on our behalf, the sum of £ 402 on account of hotel expenses at Monte Video at the time the Samson was there. This amount was included in Morton's account of October 20th, and I have replied that we have no further responsibility. By last mail I received also a reply from Messrs Carlisle & Crocker & Co, in which they say "we are sorry to say that Mr Morton has not paid us for the goods he bought for you, and that furthermore he has been obliged to leave the country owing to his deep indebtedness."

10. I have agreed to A.E. Fleuret taking the Stanley Arms as from September 1st in succession to Rutter, subject to Mr Harding's approval.

11. The Governor has enquired whether you would be able to ship a small quantity of coal by one of the new schooners, and proposes telegraphing to the Crown Agents asking them to approach you on the subject.

4.

12. I have to report the death of Mr William Fell on the 2nd instant. The lease of Bleaker Island expired on June 1st 1900, and I presume that the sons are aware that it was rented from year to year by virtue of the view you expressed in 1898, namely, that the Board would not wish to turn the old man out during his lifetime. There will be time enough to communicate with them on Mr Harding's return.

13. I am glad to say that Vorwerk & Co have informed me of the successful acceptance of the "Gustav and Oscar" drafts. After deducting the value of their last shipment of flour, and the agreed commission, they will forward me a draft on London by the coming mail. This I shall hope to enclose with my supplementary despatch.

14. I would like to draw your attention to the fact that we are now landing cargo for the New Lighthouse under very different conditions from those upon which we quoted 24/- per ton. Instead of the crane being able to take cargo from the lighter's deck we have to hoist it all into the gulch way, and where heavy cases of ironwork are concerned we are compelled to take them to pieces and deal with them part by part under irksome and dangerous conditions. The rate of 24/- per ton is quite inadequate, and I would suggest that Mr Mathews should be informed that as things are we must charge at least another 10/- per ton, and that we cannot guarantee to give delivery except at our own convenience.

15. I trust that you will have obtained permission from the Admiralty to draw on their stock of coal for the use of the Samson. I was anxious to put another 50 tons into her last week, and spoke to the Governor on the subject.

He, however, said that he had no instructions from the Admiralty, and that he could not see his way to parting with their property on his own initiative. I told him that you had written and two months ago were awaiting a reply; I suppose that if the worst comes to the worst, he may allow

5.

us to have a small supply, but it would be much more satisfactory if we knew our position exactly.

16. I am sorry to say that a larger proportion of the wheat from the Cassard is damaged than we at first hoped. We had anticipated that at least the two top tiers would have been sound and dry, but it seems that so much heat has been generated from the portion of the cargo that has sucked up salt water, that the top tier of bags is very much damaged by dropping sweat. At present we have brought into Stanley some 1250 bags, of which nearly 1000 are good, the balance being slightly damp and discoloured. There will be a sale for these at a price, for chicken food, but I do not suppose they would be worth shipping away. Of the good wheat we have sold over 100 bags, and there is a good demand for it. Captain Thomas was of opinion that the difficulties attending the proposal to take a large hulk down to the wreck were so great that it would be better to bring in the wheat by schooners and the Samson. Possibly we might be able to take a lighter down for the heavy gear; this would be much more handy than a hulk, and could be more easily put alongside and taken away. There seems no likelihood of a steamer from Punta Arenas being available, so we must look to our own resources to cope with the work. I made enquiries as to a possible market for the wheat at Punta Arenas, and was informed that as they have no flour mills there it would be useless to send any across. As regards Monte Video or Valparaiso, I think it would be like sending coals to Newcastle, and would therefore suggest that you should obtain a special freight from the P.S.N.C. I spoke to the Purser of the last steamer, and learnt that wheat is carried to Liverpool from Chile at about 80/- per ton.

17. Mr Homer is now at Darwin, but he does not think he can do much towards erecting the telephone until the arrival of the sleepers which are to be used for staying the poles, but I understand Mr Allan has suggested making a start with those we purchased from the Naval Works. He has

6.

agreed with Mr Allan to ~~xxxxix~~ slightly alter the route, so as to avoid salt water at Fitzroy, where the span would not be less than 120 yards.

18. A meeting of the Legislative Council was held on the 18th instant, at which the Estimates for 1907 were considered. As a temporary member I did not think it would be becoming in me to object very strongly to any of the proposals, but I drew attention to the large amount voted for the Volunteers- including a new machine gun. The Governor explained that the Imperial Defence Committee had recommended the purchase of the new gun, and that the stock of ammunition should be raised to the standard stipulated for by the War Office as necessary as a war reserve. I enclose a copy of the Estimates, and also of the Governor's message, introducing them.

19. At the same meeting a new Ordinance was passed, amending the Tariff Ordinance of 1900. You will observe from the rough draft enclosed that the object is to increase the duty on spirits above proof. The Collector of Customs has for some time been obtaining samples of both imported and retailed spirits, and stated that these had varied as much as from 30% over proof to 37% below.

20. I received advices from Messrs Wahlen & Co to the effect that their steamer "Oreste" is at present engaged in salving the "Elena", and that they cannot say when it will be possible to send over to endeavour to save the wool from the Fortuna. Under these circumstances I have had the salvaged gear sold, the proceeds amounting to £34.14. 3. I am informing Lloyd's of this, adding that the money is retained until the salvage question is settled and the remuneration of the samson decided on. The London Salvage Association cabled last mail asking me to telegraph the exact position of affairs, what will be done, and the amount of cargo already landed. I am aware that the insurance of hull and cargo was placed with distinct underwriters and that nothing more is likely to be returned to the former

7.

but before rendering an account I am desirous of hearing
your views as to the amount to be claimed for the Samson's
services.

I am,

Sir,

Your obedient servant,

ENCLOSURES. -

Duplications. - (Originals per Victoria, July 20th 1906.)

Despatches Nos. 222 and 223.

Store Indents No 237

Remarks on Stores and Replies to Remarks

Ans. of Exchange No 2454 on George E. Plummer & Co for £	128.16.	6
" " 2455 " ditto.	58.15.	0
" " 2457 " S.A. Missionary Society	97.	1. 6
" " 2459 " P. Frenais & Porter Ltd.	361.15.	3
" " 2452 " ditto.	1500.	0. 0

Coasting Insurances to July 15th

Insurance on Produce Return No 66

St. "Allonby" accounts

St. "Occidental" Accounts

Stanley Vages Return to June 30th

List of Subscribers to Sentimentation Fund

Remarks on Accounts and Replies to Remarks

Statement on Accounts

St. "Allonby" - copy of final survey report

Mr Allan's report of July 15th.

ORIGINALS. -

Copy of Cash Book and Journal for June

Cash Vouchers, East and West Stores.

Store Indents No 263

Remarks on Stores and Replies to Remarks

Store Ledger balances to June 30th

Cheques: - North & South Wales Bank Ltd. £ 70.10. 0

do. do. 27. 0. 0

Bank of Montreal 52. 0. 5

National Provincial Bank of England Ltd. for 66.16. 5

Insurance on Produce Return No. 67

Coasting Insurances

Stanley Ledger balances to June 30th

Letter for Managing Director

Shipping Report

Remarks on Accounts and Replies to Remarks

Statement on Accounts

Copy of Colonial Secretary's letter re "Great Britain".

Copy of Estimates for 1907

Copy of Bill to amend Sheriff Ordinance.

Specifications: - Wool. Skins. Hides.

F.I.C.

117

W.E.D.

120

18

2 295

August 20th. 06.

1 R.M.S. ORIANA.

Sir,

The ORIANA arrived early this morning, five days late. She takes all the wool and sheepskins we have on hand, and leaves this afternoon. I have received, by her, your cabled message ROLLTISCH.

2. The S.S. POTOSI unexpectedly arrived here yesterday morning. The Governor would not give permission for her to work cargo, and perhaps it is as well, seeing that she cannot possibly be home in time to catch the September wool sales. The ORIANA brought a letter from the West Coast Manager stating that in view of this he had arranged for the wool to be shipped by the mail steamer, and the tallow etc, by the cargo boat. Unfortunately the former has been so delayed by bad weather and strikes that the latter arrived first.

3. I have received a letter from Messrs Vorwerk & Co advising me that on July 23rd they forwarded you a draft for £804:8:3; this being the balance of the drafts on Messrs Gutschew & Piza, after deducting their commission and the cost of the last shipment of flour from Valparaiso.

4. A son of Mr Jose Menendez has called at the office this morning to make enquiries as to the possibility of our selling him 20,000 breeding ewes, from 3 to 4 years old. I informed him that all such enquiries must be referred to you, but that I did not think you would be prepared to entertain the idea at present.

5. I have telegraphed you as follows:- ORIANA PULICOSI.

F.E. Cobb Esq.

I am, Sir,

Managing Director.
London.

Your obedient servant,

Inclosures:-

Insurance on Produce Return No 67 (corrected).

Statement on Account.

Copy of P.S.A.C. account and passenger list.

Copy of letter from J. Hernandez.

Specification and Bill of Lading per Oriana.

ENCLOSURES (Originals per Oriana, 20th August 1906)

Despatches Nos 294 and 295

Copy of Cash Book and Journal for June

Store Indents No 368

Insurance on Produce Return No 67

Coasting Insurance to August 8th

Stanley Ledger Balances June 30th

Mr Allan's report of 8th August

Remarks on Accounts and Replies

Statement on Accounts

Specification and Bills of Lading per Oriana.

Stanley,

20th August 1906

R.M.S. ORTEGA.

September 11th.

06.

295

Sir,

My last despatch went by the ORIANA on the 20th of August, and on the 30th ult. I received your No 1015, letter of August 3rd, and telegram SEAXBURGE CHRONOMETER.

2. Par.2. As soon as there is a chance I will have some of the old metal taken off the "Sabino". A man was sent along the route of the lighthouse telephone line to pick up as much of the old wire as he could find, but he was able to get only a very small amount, - only about 10 lbs. weight. The sand appears to have swallowed up all that has been lying about, and although there is doubtless more to be had it would, I conceive, hardly pay to hunt about the camp for it.

3. Par.3. I quite follow what you say in regard to advances to Captains in cases where a definite credit has not been obtained. When owners have undertaken to honour the Master's draft without specifying any amount the circumstances are, I presume, somewhat less delicate. Should such a contingency arise as that the Master had incurred debts which were not for necessary repairs or disbursements, and for which we accordingly declined to advance money, he might be prevented from sailing until he had discharged his liability. To avoid delay to the vessel in the prosecution of the voyage would it not be desirable that we should lend the money, and would it not have become a "necessary" disbursement? Surely the "prudent owner" mention-

F.E. Cobb Esq.

Managing Director.

London.

ed by Kay would have found the money in order to get the ship away, if, as would be the case here, he could not find another Captain to do so.

4. Par.5. I feared that the Underwriters would not be disposed to pay more than the total insured value of the "Fortuna", beyond the proceeds of the sale of the salvaged property, but perhaps there may be a legitimate claim against any of the cargo that is ultimately saved. It seems hard lines that if efforts are made to minimise the loss to Underwriters, they should not be willing to pay a fair remuneration for them. When news reached me that the schooner was ashore the tugboat was despatched for the benefit of all concerned, and it was on the cards that the claim might have been avoided altogether, seeing that she was insured against total loss only. It is certainly small encouragement to make sporting efforts on behalf of Underwriters, but of course the argument on the other side may be that salvage operations were in view, and that if these are unsuccessful no reward is payable.

5. Par.7. As soon as possible I applied to the Governor for 25 tons of coal from the Naval Depot, and his reply is that he is prepared to authorize the issue of five tons! Under the circumstances we have to be thankful for what we can get, but it is much to be hoped that you will succeed in bringing the Admiralty to the point. Should you not come to terms I think it imperative that we should have a shipment of steam coal without delay.

6. Par.8. I have had another conversation with the Colonial Secretary with reference to the "Chance" salvage case, and told him that you desired me to proceed with it. The point upon which he laid stress is that when an action is entered someone must be cited to defend, and in this case it is difficult to get a representative of the owners of the cargo. I think it is evident that the Governor is disinclined to try the case if it can be avoided, and I was given a broad hint that there is the

danger of being non-suited on some technical point. Seeing that Luchtenborg is now on the West Falkland Island it is useless taking immediate steps, and it will probably be better to await Mr Harding's return. Glenvill's letter of June 6th 1905, to which you refer me, applies, apparently, to the loss of the "Chance" in Rous Creek.

7. Par. 9. I am debiting the P.S.N. Co with \$5:17:4, the amount paid to our two men for the eleven days they were kept in the quarantine station.

8. Par. 11. I do not think that we shall be able to dispense with the "Consort" under a six months' charter, seeing that neither of the new schooners can well be here before towards the end of November. On the whole I must say that she has done very satisfactorily, and that the crew have worked well. Rowlands has been laid up for the last fortnight with a severe cold, and was not able to go with her for the last trip.

9. Par. 12. I have received letters from the Salvage Association with reference to the proposed salvage of the "Fortuna" cargo by Wahlen & Co., and have told them that all opinions are unanimous that there is not much probability of any payable quantity of wool being recovered, and I do not suppose the prospects will grow any brighter on account of the long delay. In the meanwhile I have not parted with the Underwriters' interests.

10. Letter of August 3rd. Wilsons wrote me with reference to the "Glean" that the Captain had "unexpectedly" sailed for England by steamer, and that they were in cable communication with you as to the appointment of a new Master, and the shipping of a new crew. Under these circumstances it will not be necessary for me to send them a copy of the agreement. Writing on the 24th August Messrs Wilson added that they trusted the vessel would leave for the Islands shortly, but up to the time of writing she has not put in an appearance.

11. As requested by your cablegram, I am sending the chronom-

ster by this steamer, and will ask the Captain or one of the officers to look after it and deliver it over to Lowdens upon arrival in Liverpool.

12. The Governor has asked whether the Directors would be disposed to allow him the use of a small strip of land next the new school, for the purpose of affording the children an opportunity of cultivating small plots. The land in question (some 60 yards by 8 yards) forms part of Captain Thomas' garden, - which runs through from Ross Road to John Street - and as a matter of fact could probably be utilized to a greater extent than it is at present. I told the Governor that I could not dispossess Captain Thomas, but that if the Board were willing, possibly one could, by pointing out the benefit to the community prevail upon him to display sufficient public spirit to give up a small part of a garden which is larger than he has time to attend to properly.

13. I enclose a copy of correspondence which has taken place in reference to a new scale of charges for the services of the Customs Officer which has been promulgated by the Governor. Ever since Captain Campbell was appointed to this work there have been disputes about hours and rates of pay, the upshot of which is the new scale published in the August Gazette. As many times as not the work of Customs Officer on board the mail steamers is performed by a Government labourer, and my argument is that if such rates are paid to him, and the usual working hours are taken to mean anything that may from time to time be decided, the other working men of the Colony will be demanding higher wages and shorter hours, thus opening up a vista of disputes for which there is no occasion. The fact is that Captain Campbell was sent out here as "Chief of the Police", and when it was seen that there was no need of him in that capacity the Governor set to work to devise means of paying him a salary commensurate with his military rank and appearance. He has been appointed Customs Officer at a salary of £100 a year together with a house rent free, and peat; Inspector of nuisances at £34

per annum, and apparently the expectation is that by means of "overtime" his income will be augmented to the proper standard. Whilst discharging the mail cargo, or doing any other work when the services of a Customs Officer are required the hours have hitherto been regulated by the dockyard bell; now, unless we pay for overtime, hatches are put on at 4 p.m. and not removed until 8 a.m. or 9 a.m. according to the season of the year, - an innovation for which there seems slight justification or need.

14. The British Barque "Fifeshire", 86 days out from Liverpool for Antofagasta, with general cargo, arrived here on the 2nd inst. Having a fair wind she sailed into Port William unassisted, and on Monday morning the Samson went out and towed her into the harbour. There being about 40 tons of dynamite on board she is at present anchored to the east of the Narrows, but the Master is anxious to hire one of our lighters for the transshipment of this, so as to enable him to come up the harbour to a berth more convenient for carrying out the repairs. Provided we can come to an arrangement, and the Harbour Master's scruples can be overcome, I think the Rosa Baker would do well for this. As you will see from the copy of the Surveyors Report sent herewith, the damage consists principally of loss of sails and rigging. It is not easy to say what will be the cost of the repairs, but to the best of my judgement a credit of £1800 will be necessary.

15. Hearing that on account of a bad harvest the wheat crop in Chile was short, and is being supplemented by shipments from elsewhere, I sent samples of the "Cassard" wheat to Talcahuano and Valparaiso by the last steamer, asking for a quotation f.o.b. here. It sells readily enough here but, of course, so large a supply will take some working off. If we get a reasonable rate of freight from the P.S.N.Co., or a decent quotation from Chile we may expect to be able to ship away some 100 tons weight. Otherwise I would recommend pushing the sale locally. Pending a reply to my letters and the expression of your views I have withdrawn the sound wheat from sale, and am offering the damaged

only. We find that it is put up in bags of two sizes, some holding 250 lbs. and others only 200 lbs.

16. With a view to seeing exactly the conditions under which we are landing material at the lighthouse I went there in the Samson last week, when we took down a quantity of cement and heavy gear. It was a fairly calm day when we started, but by the time we had reached Cape Pembroke there was quite a breeze, and the sea was rough enough to make the tug and the lighter roll considerably. I am bound to say that it is no fit place for landing heavy gear, except under conditions of weather which rarely obtain here. The lighter has to lie well to the north of the Gulf, and to lower these awkward pieces of iron and heavy cases into a rowing boat which is diving into the water is no easy task. When this has been done the boat is deeply laden, and has to be manned by at least six men, to whom there is an element of danger both during the passage to the gulf and when it is reached. I must say that it speaks well for the skill of Captain Thomas that he has so far conducted these operations without meeting with any more serious mishap than damage to the boats. I go so fully into this matter in order that you may be prepared to meet any complaints from Trinity House, who cannot be expected to appreciate the difficulties which exist, and may consider that we are well paid at 24/. a ton, and also because I think we must not shut our eyes to the possibility of a much more serious accident before we have finished. If the work can be done at all I am sure we are the ones to do it, but I greatly doubt whether Mr Harding would have undertaken it had he contemplated that we might be asked to do it under the present conditions.

17. Mr Allan was in Stanley last week, and has, I understand, reported to you fully as to the progress made with the new telephone line. I hope to be able to report by next mail that a considerable proportion of the poles have been delivered at the various points selected by Mr Allan.

I am, Sir,
Your obedient servant,

100-207257

SECRET//NOFORN, DATE 10-2-2008, August 20th

1994-1995

DESCRIPTION & FIELD OF RESEARCH PROJECT.

22475

1907 of Cash Book and Journal for July.

Wash. Post, Feb. 6, 1968, p. 1.

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For further information, contact the publisher.

113 INSPECTIONS FOR AUGUST.

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, 2676, 2677, 2678, 26

may be corresponded to customs officer's charges.

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, 2676, 2677, 2678, 26

Abstract

State and local accounts.

Specializations:-

7001 6yrs. Tallor. Hides. Hair specimens.

44

44

24

12

18

261 (never in dispute)

5

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13

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1. 5. 93

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2 2 2

24

397

LIMITED.

ORTEGA.

15th September 06.

Sir,

The Ortega has just arrived, being considerably late owing to the earthquake at Valparaiso. She has plenty of room for cargo, and will take most of the wool, sheepskins and tallow that we have on hand. I have received your cablegram "ROMKORF"

2. The "Glean" arrived this morning having made the passage from Monte Video in twelve days. Only the Mate and one seaman remain of the original crew, the rest having deserted, the former we are sending back to England at Mr David Smith's expense, the seaman preferring to stay here. The Captain tells me that he would like work here as Captain of a vessel, but seeing that it would be impossible in any case to get him away today I will defer this question until later.

3. I enclose copy of a letter received from Mrs Hansen asking whether the Directors will advance her sufficient funds to purchase a vessel for working her outlying islands. At the end of June her credit balance was £210, and the Carcass wool, besides a cask of sealskins, was then unsold.

4. I have cabled you as follows:- FEDERAL FIFESHIRE
LAW GLASGOW ORTEGA.

I am,

Sir,

Your obedient servant,

F.E. Cobb Esq.;

Managing Director,

London.

ENCLOSURES.

Supplementary Store Indents, No 369

Insurance on Produce, Return No 68

Account Sale, Fortuna salvage.

Copy of letter to Pinto Basto & Co.

Copy of letter from Mrs Hansen, Carcas Island.

Statement upon Accounts.

Specifications:-

Skins. Tallow.

McG

6

2

Messrs Vermark & Co's Draft @ 90 d/s on J. Henry Schroder & Co.

£442:16:0

LIMITED.

October 2th 56.

Sir,

I wrote you last by the Ortega, which left on the 15th September, since when I have received, on the 26th ult., your despatch No 1316 and your cable message "Victorian Lifeship".

2. Par. 3. The Colonial Secretary has informed me that the Governor has received a telegram from the Admiralty authorising the issue to us of one hundred tons of coal at 48/- per ton, less the amount we have already had. As he has no authority to issue Safala coal I shall not take advantage of this privilege further than is absolutely necessary.

3. Par. 4. I am desired to thank the Board for their generous proposal with reference to the Sustentation Island and to say that it is confidently hoped, eventually, to approach the Company with a list of bona fide subscriptions amounting to at least £500, and so claim their promised contribution of £150.

4. Par. 6. It was not possible to send you a proper copy of the contract with Messrs Lion & Co. by the mail of June 21st. I only received it from Punta Arenas on that morning, and as the steamer was in the port something under six hours we were kept fully occupied receiving and despatching her, besides dealing with the ordinary mail work and the question of the proposed salvage contract in re the Fortuna's cargo. At the last moment I did very roughly copy the terms of the contract, which draft I forwarded to Mr Harding that the information might be at hand in the event of its being required. I regret that it was not sent to you direct.

5. Par. 7. I have not yet had a reply from Chile as to P.E. Co's Ltd.,

Managing Director,

London.

a variety for the Cassara sheet, but shall probably hear by the coming steamer. The reason for the difference in the purchase price of ship and cargo was entirely owing to the fact that the latter was an unknown quantity, and if this has turned out somewhat better than we anticipated we are the gainers. At the time of the auction we were hoping that the vessel could be got afloat, and it was only after a thorough examination that this was said to be impracticable.

6. Mar. 10. When Alvarat entered upon the tenancy I took it as my business to go over the Stanley Arms, in order to see the actual condition of the premises. Although some repairing and painting is badly needed I saw no obvious signs of neglect, and I trust the board may be satisfied that he will exercise proper care for their property.

7. Mar. 15. I had some correspondence with Mrs. M. Liberty about the allocation in the charter as to Sunday and overtime work, with the result that they wrote "sailing of schooner for weather at night or on Sunday as we do not consider overtime, which, as you suggest, is confined simply to working 'longer'". As a matter of fact she has more often than not arrived late during the night, and on more than one occasion on Sunday.

8. As reported last mail the "Glean" arrived on the 15th instant. She was here for some days, during which her sails were overhauled, and left with a part cargo on the 24th ult. in charge of V. Threlkiff. Captain Lindblom went across to Punta Arenas on the Gravia, in the chance of getting work from Messrs. Green & Alachard, but he expressed his willingness to return if wanted. Messrs. Tilson wrote me that in view of desertions at Punta Arenas an extra man had to be engaged at the last moment, and said they had promised to ask us to pay his passage back to Punta Arenas, on behalf of the owner. I agreed to do so if he wishes to go back within six months - at present he has taken work at Punta Arenas.

9. I regret to have to report that the California met with

8.

with considerable damage off Cape Meredith on September 9th. This entailed considerable delay to her during the repairs, which were put in hand at once after her return to Stanley. I enclosed an account showing the cost, amounting to £ 244 3 4, together with Engineer's Report, and Surveyors' reports, all of which will, I believe, be found in order, and enable you to recover from the Underwriters. I have also framed the account on the lines of the "Forest's" repairs in 1899.

10. The German Ship "Emilia" put in here on the 27th. It is to report that on September 14th she had spoken the disabled steamer "Lyndifere" of Glasgow, to the S.E. of Cape Horn. The steamer had lost all the blades of her propeller when off Cape Pillar, on September 11th, since which date she has been drifting, and had seen no vessels until the Emilia appeared. The Master asked to be reported, and Captain Wilkes agreed to run here for that purpose. We had hoped to catch the mail steamer, but unfortunately only arrived five hours after its departure. As there could be no question of sending the Master out to look for, and tow, a steamer about the same size as the "Potasi", it became a question of going nothing or sending to Punta Arenas, and I decided that the Comptroller should go over so that Lloyd's Agent there could telegraph to London and take such steps as were possible. The Comptroller arrived from Goose Green late that night, and we got away at daylight on the 29th. As we took advantage of this chance to get a quantity of lumber across, I set out agents here back for a few days. I send you a copy of Captain Wilkes' report to Lloyd's Agent. If by means of this report, and our action in sending on the news, the vessel is salvaged, I presume we shall be entitled to some remuneration, but in any case I felt that the Board would approve of this course being adopted.

11. The meetings of the Legislative Council have been held lately for the purpose of passing a new Ordinance for regulating the Whale Fishery of the Colony, of which I send

4.

and a rough draft. I understand that two Companies have each been given a twenty one years lease of certain portions of South Georgia for the purpose of carrying on whaling operations, and that the revenue of this Colony benefits to the extent of £500 per annum thereby. The present Drainage is so as to take before the arrival of Mr Lange, who is expected here during this month.

12. Following my remarks in previous despatches I now have to report that we met with a mishap at the Lighthouse on the 14th September. When in the gulch with the big boat, which we purchased from the Royal Navy, a big sea rolled in, making her lurch about considerably and dragging from its bed one of the piles which hold the rope running from rock to rock to which the boat was fastened. The boat was then driven against the rocks, holed and sunk together with her cargo of seventeen casks of cement. Several of the men were thrown into the water, but Captain James succeeded in passing a chain round the boat, recovering all the cement, and hoisting the boat, by means of the crane, on to the beach. The next time the Season went down I sent a carpenter also. He patched the boat sufficiently to enable us to tow it back here, but the repairs will cost at least £55. Fortunately, none of the men were injured otherwise than by severe bruises. Mr Irwin has asked me to give him the account for landing material up to the end of September, and I have, in making this out, charged an extra 10% per ton for all material landed since the landing stage was demolished. I do not know whether this will be sanctioned, but it is really barely sufficient to recompense us.

13. Eastende has been incapacitated for work for the last six weeks, and is, I fear, breaking up. At present, however, he is a good deal better, and is about again.

14. The repairs to the Lifeshire are proceeding satisfactorily and, with good weather, should be completed in about four weeks from now. We are storing the dynamite in the Ross hulk, which is anchored to the East of the Narrows, so as to allow of the vessel being brought up the harbour to a more

E.

electronist North for carrying on the work. During the past fortnight there has been very rough weather, which has hindered the caulking of the decks, but I hope this will be completed by the time all the sails are made.

15. I enclose a small draft on Messrs E. C. Schramm & Co. for the disbursements of the Enette, and also the usual quarterly draft on the South American Missionary Society.

16. I have several cases cases of old metal packed in readiness for shipment. These include all the wire we have been able to recover along the telephone route as well as a quantity of metal saved from the Bahino.

I am,

Sir,

Your obedient servant,

H. J. Williams

Wm. J. Williams

ENCLOSURES.

Duplicates. (Originals per Ortega, 15th September 1906).
 Despatches Nos. 226 and 227
 Copy of Cash Book for July
 " " Journal for July
 Store Invents No 262
 Remarks on Stores and Replies to Remarks
 Bill of Exchange No 2465 on T. Henry Schroder & Co.
 Mr Allan's report of 3rd September
 Floating Insurances for August
 Insurance on Produce Return No. 63
 Copy of letter from Mrs Hansen, Carcass Island.
 Remarks on Accounts
 Statement on Accounts
 Specification and Bills of Lading per Ortega.

ORIGINALS.

Copy of Cash Book for August
 Copy of Journal for August
 Cash Vouchers, East and West Stores.
 Store Invents No 270
 Remarks on Stores and Replies to Remarks
 Bill of Exchange No. 2466 on E. C. Schramm & Co for £ 59.16. 0 and letter of (advice.
 " " 2468 " S.A. Missionary Society for £79.19. 9
 Bill of Exchange No. 2470 on Sec. of State, Washington for \$ 162.96
 " " 2471 " " " " 75.00
 " " 2472 " Sec. of Treasury, " " 499.29
 Mr Allan's letters (2) to Managing Director and F.E. Cobb Esq.
 Floating Insurances for September
 Ship "Emilie"- Account.
 Copy of Capt. Wilms' letter to Lloyd's Agent re "Myndford".
 Two copies of S.A.M. Society's Account to September 30th.
 Shipping Report
 Sch. "Lafonia"- Note of and Extension of Protest, and receipt for £2. 2. 0
 " " First Survey Report, and copy.
 " " Final Survey Report, and copy.
 " " Repairs Account.
 Draft Ordinance re "Whale Fishery".
 Remarks on Accounts
 Statement on Accounts
 Specifications:- Wool. Skins. Tallow. Hides. Tails.

Short	2	5	2	31	1 bag
Long				17	

R.M.S. ORITA.

October 11th 06.

399

Sir,

The ORITA arrived this afternoon, and leaves at daylight tomorrow. Being very light her Commander brought her into the harbour and, on hearing that we had produce on hand, placed her alongside the Great Britain. The present intention is to load all the wool and sheepskins that we have, leaving the tallow for the cargo boat. I received by this opportunity your cablegram message ROOKEN.

S. The West Coast Manager informs me that he has arranged for the "Duendes" to call here about the 20th to 25th inst for all the cargo that we may have for London, to be in time for the November wool sales. As I have received a letter from Messrs Vorwerk & Co saying that at present there is no market for the Cassard wheat, I think this would be a favourable opportunity of shipping a quantity home.

S. I have to report that on the 8th inst the S.S. "Hyndford" came to an anchor in Eagle Passage, about seven miles to the westward of Bull Point. On the 2nd inst I sent the Semson to the wreck for a further load of wheat, but owing to exceptionally bad weather she was unable to go alongside to work, and remained at anchor in Moffit Bay. On Monday the 8th, a sailing boat was seen approaching Bleaker Island, and was found to be from the Hyndford, making for Stanley. Captain Thomas at once proceeded to the steamer, and found her lying to one anchor with 110 fathoms of chain out. The weather was so rough and the sea so mountainous that he could do nothing, - more especially as the Semson, being short of coal, was very light. She was therefore anchored for the night in Owen Road. Next morning Captain Thomas again pro-

R.M.S. ORITA.

Managing Director.

London.

decided to the Ryndford, but it was still too rough to undertake
 towing. After consultation with the Master it was therefore
 decided to run back to Stanley, fill right up with coal and return
 at once. I might here say that the Master of the steamer offered
 coal from his ship, but owing to the bad weather it was found im-
 possible to take it. The Samson arrived here on the evening of
 the 9th inst, and on receiving this report from Captain Thomas I at
 once saw the Governor, and arranged to get coal from the Naval
 Depot. The men started to do this at 3 a.m., and by 8 o'clock the
 coal was placed alongside the Samson in the Admiralty lighter. Some
 forty tons were put into her without delay, and the same evening
 she left, with the project of reaching the vessel at daylight. I
 asked Rowlands to go with them, in order that he might be put on
 board in order to act as pilot in case of necessity. Captain Thom-
 so's idea was that if the weather had moderated sufficiently he
 would endeavour to tow her to Stanley, but in any case to get her
 into safety. You will recognise that any plans made here must be
 subject to modification in accordance with the circumstances which
 existed when he reached the ship. Today comes the good news, so far
 as it goes, that the Oriza saw the vessel and went close up to her
 this morning, only to find that they were a few hours too late, and
 that the Samson had held of her. Captain Hayes has given me a re-
 port in which he says "At 8 a.m. today when off Barron Island, a
 steamer was sighted with signals flying, which could not be dis-
 tinguished. The course was altered, at 8.30 to close with him, and
 at 9 o'clock stopped alongside her in Eagle Passage, with the Falk
 Land Islands Co's tug Samson alongside." He tells me that he ask-
 ed Captain Thomas whether his assistance was wanted, and this was
 declined. He therefore continued his voyage to Stanley. The wind
 has been from the N.W. today, and Captain Hayes tells me that he is
 fully of opinion that we shall succeed in getting the vessel to
 Stanley tomorrow. I very much hope that we may be so fortunate,
 and am sure that all that can will be accomplished, but she is a
 large ship for the Samson to tackle. I told Capt. Thomas that he was
 to make no agreement for services rendered, - such will, doubtless,

of coal with in London. You may wonder why the Samson was short of coal, and I therefore enclose a copy of the Colonial Secretary's letter informing us that we could draw upon the Admiralty stock. You will observe that although the mail arrived here on September 20th it was not until October 1st that the information was conveyed to me, - as a matter of fact I received it just as the tug was leaving. You will remember that I have reported how short of coal we were, and that upon our last requisition the Governor allowed us to have five tons!

4. I regret to say that up to the time the Orita left Punta Arenas, the Colacort had not arrived. The information that I took steps to convey to Lloyd's has, therefore, been much delayed, and we have ~~lost~~ lost the services of the schooner for no purpose. I trust, however, that the Board will feel satisfied that under the circumstances I was right to despatch her.

5 The Infanta only arrived back from Fort Howard, with the West Falkland mail early this morning, being five days loading, owing to the weather. I now propose sending her to Foan Creek for wool and then to Hill Cove for tallow or skins. This should be here in time for the cargo boat, and we shall then have collected all the wool, with the exception of the little lots belonging to Browning and A. Gibson.

6. Thinking that you will wish to hear about the Hyndford I am including in my telegram words which will inform you that the Samson is attempting to tow her. It will therefore read as follows:-
ORITA FROM ARSON HYNDFORD TELLEMIAN SAMSON.

I am,

sir,

Your obedient servant,

Supplementary

Supplementary Store Receipt No 270

Schooner "Laforia" Accounts (two copies).

Copy of P. & W. Account

Copy of letter to E. Pinto Basto & Co.

Copy of letter from Colonial Secretary re Admiralty coal

Particulars of 14 Cases R. I. C. per Orita.

Supplementary Statement on Accounts

Specification and Bills of Lading per Orita.

R.M.S. "ORONSO"

November 6th

06.

300

Sir,

I returned here by the ORIANA, arriving on October 24th, and have received your despatch No 1017, and your telegrams of the 18th and 19th ult. on the subject of the "Hyndford".

2. 1017-4. A complete list of the cargo salvaged ex "Cassard" will be sent, - we have been unfortunate in not being able to send a schooner to the wreck, and I fear that owing to the very exposed position the prospect of salvaging much more is doubtful. 603 bags of wheat were shipped by the DUENDES, which steamer would have taken all that we had on hand but for heavy rain, which rendered loading impossible. Captain Poole was anxious to get away, and the balance can, if advisable, go forward by a mail steamer, together with any more we may succeed in salvaging. I should like, however, before shipping any more to know what price you can obtain for this, as we have a fairly constant sale in Stanley at 15/- per bag. You will see that we did not enter any rate or freight on the Bill of Lading, as it is possible that you may secure favourable terms from the P.S.N.Co. I mentioned this shipment in the telegram as you will no doubt ascertain whether London or Liverpool would afford the better market.

3. Par. 10. Mr Girling sent you the account sale of the salvage ex "Fortuna", and I now enclose a list of the articles purchased by us. The two boats were bought for £7:15:0, - one of these came from the "St Mary" wreck, before you left the Islands, and you will therefore realize that it is of but little value. We had also the new foresail and old staysail, both of which can be

F.E. Cobb Esq.
Managing Director.
London.

altered here when necessary for either of the schooners. At present I do not know which vessel is likely to want sails first, and it seems hardly worth while to send them home for alteration. You will see from Mr Girling's despatch No 290, of June 19th, that the wreck was reported as having disappeared. I fear therefore there is no prospect of salvaging the windlass or winch, even supposing we had a vessel to send there. If Wal-lens send over divers to try and recover the cargo they might perhaps be able to pick up the windlass.

4. Par. 12. It appears that Mr Felton is somewhat annoyed as regards canning, and considers that he was badly treated. Negotiations had been opened with him before the Company, and he was prepared to give the land and erect plant and buildings, - he then heard indirectly that the Company intended starting, and was apparently given the go-by. The rumour now is that he intends to erect a factory at Teal Inlet, which is to be managed by Smith, and will obtain sheep from the West Falkland by one of Braun & Blanchard's steamers in addition to whatever number he can purchase on the East Falkland.

5. In the cable per "Duendes" I stated that we are in urgent want of Smithy coal and bricks. At present the smiths are compelled to use coal ex "Willscott", and if any welding work comes along it will be most difficult. I am aware that both Smithy coal and bricks were asked for a long time back, but the first is so urgent that I decided to cable, in the hope that you will be able to send by the vessel which I assume you will charter to bring steam coal. From what I was told at the Admiralty I doubt if they will accept our offer of 25/- per ton for 600 tons, but if they do accept, I shall be glad if you will send us the Smithy coal in bags by mail steamer. We have included in the usual indents a requisition for 10 tons in any case.

6. You have the necessary measurements for a suitable windlass for the "Pafonia", and I hope that this will be sent as

Osborne tells me that he has had more than one narrow escape during the past winter. Several links in her chain have been bent, owing to his having to check the cable by the forward compressor, which stops the chain with a jerk. From what I have seen of her sails McKennaugh's assurances that they would set better after some use are of little value. They are certainly wearing well, and we cannot complain of the quality of the material and work (sewing).

7. The work on the "Pifeshire" is proceeding satisfactorily, and the vessel should sail about the middle of November.

8. You will recollect discussing the question of a new navy boat to replace the lost when loading the "Galicia" in Port William early this year. During the winter the men have had to use the old boat and a whaleboat ex "Rosa Baker", both of which have been severely knocked about in landing stores at the new Lighthouse. We had a stand-by in the shape of a boat purchased from the Naval Depot, but this was rendered hors de combat, (see 298-12). I am therefore compelled to ask you to send out another, and seeing that the loading of the "Galicia" in Port William is responsible for the loss of our boat, we have a moral claim on the P.S.N.Co. to assist us to replace her. I hope they can be induced to recognize this by bringing the new one out freight free. The lost boat was supplied by Leslie at a cost of £41:10:0, in November 1898, and the correspondence noted in the margin took place at the time. I have sent a specification in the usual store indents, and I trust that a boat can be procured without the defects in Leslie's boat, which were described in Mr Baillon's despatch 114-2. Possibly you may get Ferguson's to build one at Connah's Quay, and in that case McLanchlen might go to their yard and ensure having a well built boat.

9. The French ship Leon Bureau, Captain Louit, 85 days out from Swansea to San Francisco, with coals and bricks, anchored inside the South Rocks just about midnight on the 13th October

S 102-14

L 378- 6

S 107- 2

L 223- 2

S 114- 2

The Master reported having sent up rockets during the night, but the Lightkeeper asserts that he did not see them, and waited until daylight before reporting. Mr Girling went out in the Samson, and got alongside about 9 a.m. on the 14th (Sunday), found that she was very badly on fire, the pitch in the deck seems even melting. A verbal agreement was made at once with the Master to salve her on a no cure no pay basis, which agreement was interpreted as meaning that we would tow her to Stanley, pump in water to extinguish the fire, and afterwards pump out and place the ship to a safe anchorage. The weather was so boisterous that the Samson took 10 hours to tow her in, arriving about 7 p.m. Pumping was at once commenced, and at 8 next morning, in spite of her having 6 feet of water in her, the fire was gaining, and it was decided to beach her. As soon as this had been effected pumping was resumed, and was continued without a break until she had 17 feet of water in her, which extinguished the fire. The ship was left for over 48 hours, and then after two days pumping she was cleared of water. Whilst beaching the ship and anchor and chain were lost, and afterwards recovered, the ship being eventually towed to a safe anchorage on the 22nd of October. Captain Thomas had declined to name any figure for the salvage, and after the fire had been put out Captain Louit, in the absence of a French Consul, consulted the Governor, and it is fairly clear that the latter biassed the Captain against us, and did his best to weaken our position. After his interview Captain Louit came to the office and tried to insist upon Mr Girling's naming a figure, failing which he would pay only for towage and flooding the ship, and would pump the water out himself. Mr Girling informed him that we had undertaken to salve the ship, had practically done so, and intended to complete the work. Captain Louit then left the office and ^{evidently} ~~immediately~~ saw the Governor again, returned, once more demanded a price, and on not receiving this said he had finished with us. Next day Mr Girling went down to the ship, discussed the matter fully, arrived at a friendly understanding

and obtained the enclosed letter from Captain Louit accepting the fact that we had rendered salvage services. I enclose an extract from the office diary to make quite clear the chronological course of the work. We cabled to you, via Sandy Point, "Famnetico Baisancor Farolon Samson Satiato Achulado Adesuros Satorisca Dactili". The vessel has sustained other damages principally loss of sails, blown away owing to her hastening back from Cape Horn - the ship in fact made 588 miles in two days. I may mention that they had no temperature tubes in the hold, and the fire was therefore very bad before it was even suspected. Captain Louit went to Sandy Point by the Oriana to place himself in telegraphic communication with his Owners, and will doubtless return by this steamer.

10. I am glad to report that the Plym has been thoroughly overhauled and is now in good working order. She was hauled up the tail shaft drawn, and the engines taken down. The tail shaft was found to have been slightly bent, and has been straightened.

11. During the winter the Smithy machinery has been attended to and put in thorough repair. After so much continuous ship work the driving engine wanted attention, the valves of the steam hammer have been renewed, exhaust pipes renewed, and the drilling machine overhauled. We are now making some heavy wedges for the Hyndford to enable them to remove the boss of the old propeller, and all machinery in the Smithy is working well.

12. Whilst loading the Lafonia 3 boxes of tobacco were dropped out of the sling and lost. I believe that we have before asked if this is recoverable from insurance, but cannot at present find anything on the subject.

13. Mr Lange has returned with the whaling steamer "Admiralen", and has gone to the West Falkland to renew operations. His firm have fitted out a large sailing vessel, the Vesterlide as a factory, and she is expected to arrive about December 1st. I enclose Mr Lange's draft for £106.17.8 on Mr Christensen in payment of various advances.

Following up Mr Girling's report in 239-3 as to the Hyndford sent by the Orita which left at daylight on October 12th, the Samson took the steamer in tow about 9 a.m. on October 11th and arrived with her about 7.30 a.m. on the 12th. I enclose a copy of the Samson's log, and have made up from the steamer's Bills of Lading a manifest of all cargo on board. You will see that in some cases the freight is not stated, but this will doubtless be known to the owners. The Captain has allowed me to take an extract from his report to his owners and I enclose same. He has stated the case very fairly indeed for us, and points out that he might easily have written that after having ridden out the gale he did, it is very improbable that any harm would have come to the ship and he might have even gone to Sandy Point himself and arranged a towage. The Captain is extending his protest and hopes to get it away this mail - the Governor returned from the West Falkland only yesterday, hence this has been delayed. We have hired a light to the Hyndford and the work of taking out cargo aft and stowing it forward is proceeding with all possible speed, the crew working all day and a shore gang carrying on at night. We have made in the Smithy four heavy steel wedges for forcing off the boss of the old propeller, and every assistance is given to expedite the work. The Captain hopes to be able to start putting on the spare propeller in about a week from now. For my own part I see no reason why, if he is able to ship the spare propeller here, he should not have had a perfectly new one with four blades, which would have enabled him to proceed direct to the West Coast instead of going back to Monte Video. It is true there would have been rather more delay in getting the new propeller out, but I feel sure that time would have been saved in the long run. The "Consort" returned here on the 1st inst from Sandy Point, after an absence of 36 days. On the passage across she carried away her gaff, but fortunately arrived on October 12th, thus enabling Lloyd's Agent to cable to London. This cable should have anticipated the messages

sent per "Crita" by three or four days and proves, I think, that the despatch of the schooner was justified. Steamers were at once sent out from Sandy Point to search for the steamer and the missing Lifeboat, but I regret to say that no trace has been found of the latter, and it is more than likely that she and her crew are lost.

15. We are now at the end of the first week of November, and the amount of coasting work to be done is rather appalling. Stores and material for shearing are wanted literally all over the camp, - Darwin, North Arm, Fitzroy and Salvador etc, and the work on the Darwin telephone will come to a standstill unless we are able to get more poles out. The loss of the "Consort's" time has been very lamentable, and I see nothing for it but to retain her for some months yet. You will have learned that the "Gwendolin" put into St Vincent with small damages, and left three days before the ORIANA. We had good N.E. trade winds at that time, and I therefore expect her to arrive within a week or so. I will despatch her to Salvador with materials, and let her go on at once to Hill Cove to pick up a full load of tallow and sheepskins.

I am,

Sir,

Your obedient servant,

DUPLICATES. - (Originals per Orin, 11th October 1906.)

Dispatches Nos 373 and 379
 Copy of Cash Book and Journal for August
 Store Indents No 370
 Remarks on Stores and Replies to Remarks
 of Exchange No 2468 on E. C. Schramm & Co for £ 39.16. 0
 2468 " S.A.E. Society " 79.19. 9
 Copy of Mr Allen's report of 4th October
 Quelling Insurance for September
 Ship "Edith" Accounts
 Copy of Capt. Wilms's letter to Lloyd's Agent re "Hydroford".
 Copy of S.A.E. Society's account.
 Remarks on Accounts
 Statement on Accounts
 Particulars of 14 cases B.I.C. per Orin
 Specification and Bills of Lading per Orin.

DUPLICATES. (Originals per Burgess, 11th October 1906).

Copy of letter to J.E. Cobb Esq.
 Specification of shipment per Burgess.

ORIGINALS.

Copy of Cash Book for September
 " Journal " "
 Cash Vouchers, East and West Stores.
 Store Indents No 371
 Engineer's Indent.
 North Arm Indent, 2nd November
 2 Vessels Packets Indents
 Remarks on Stores
 Replies to Remarks on Stores.
 Stanley Ledger balances - September 30th
 Mt of Exchange No 2473 on Chr. Christensen for £ 106.17. 3
 Insurance on Produce Return No 62
 Quelling Insurance for October
 Stanley Wages Return - September 30th
 Jupp Wages Return - September 30th
 Norwegian Whaling Expedition Account
 Monthly letter of 20th September returned.
 List of Purchases by Company at Torshavn Salvage Auction
 Mr Allen's letter to Managing Director
 Extract from Samsen's log re "Hydroford".
 " " Capt. Lock's log "
 Copy of Manifest of Cargo
 Copies of letters from E. Hambro & Co, October 14th and 25th
 Letter from Capt. Lock re salvage of "Isen Bureau".
 Extract from Samsen's log re " " "
 Shipping Report
 Remarks on Accounts
 Statement on Accounts
 Specifications:-
 3.11.1. 40 Sals Sheepskins
 1.11.1. 35 casks of tallow
 2 50 " 40.

Salvaged from Orin's ship, re Lloyd's
 Statement of Loss re "Isen Bureau"

Ship "LEON BUREAU" SALVAGE.

- Oct. 13 Midnight. Leon Bureau anchored inside Seal Rocks.
14. 9 a.m. Samson alongside. Towed her to Stanley by 7 p.m.,
Rosa Baker with dynamite moved to Port William. Midnight commenced pumping.
15. 3 a.m. 6 ft of water in ship. Fire gaining, decided to beach her.
Beached during the morning. Anchor dropped and chain run out, not
sufficient chain to reach to beach, therefore rope bent on.
Pumping resumed and continued until
- 16 7 a.m. 17 feet of water in ship, fire extinguished, several holes
had been cut in deck for hose.
17. Water left in ship - watch kept in case of further outbreak.
Captain interviewed Governor with result described in despatch.
18. Mr Girling went on board, discussed questions with Captain, who
handed in letter (dated back to Oct. 14th) accepting the fact
that salvage services had been rendered.
19. Samson commenced to pump water out and at 6 p.m. had pumped out
10 feet.
20. Pumps would not work - found that pebbles had got in under the
valves - cleared pumps and by evening ship was afloat.
- 21 Sunday. No work done.
22. Anchor and chain recovered and ship towed up to anchorage.
-

Despatch No. 300, Par 16.

During the 3 weeks since my return to the Colony I have had an opportunity of a general inspection and it is very satisfactory to be able to report that during my absence the Company's business has been well looked after by Mr Girling.

You are aware that ship repairing has been continuous, and just before my arrival there have been 2 salvage cases, which I trust the Directors will regard as having been well conducted. The tug and steam launch are in good order, although owing to very constant work, the Engineer has not hitherto had time to execute some minor repairs to the condenser, and to renew some piston rings - this will be attended to at the first opportunity.

I have mentioned in the despatch above written that the Smithy machinery has been overhauled during the winter, and we have been able to test it on the Bradford work - everything works smoothly and well.

The serious question has been of course the coasting work and seeing that for months past Mr Girling had only two schooners to work with, one of which can only be described as a wretched makeshift, he has done well under the circumstances to have shipped as much produce as he has. I trust that the Owendolin will arrive shortly, and that she will be followed quickly by the Malvinna - we shall then just succeed in getting material to the different stations before shearing.

Mr Girling assures me that he has been well served by all the Foremen, Captain Thomas and Atherton having spared no effort to do all in their power. The current work of the office is well up to the date, and this has only been secured by constant working, including Sundays, by both Mr Girling and Mr Oswald.

I am,

Sir,

Your obedient servant,

W. H. H. H.

CRISSA,

December 4th.

06.

301

Sir,

I wrote last per Oronsa which left at dusk on the 3th ultimo, and have received per Ortega on the 21st November your despatch No 1013.

2. 1013-3. I am glad to learn that there is every prospect of your chartering a vessel with steam coal.

3. Par.4. A detailed account of the Consort's work and earnings will be sent when we are able to dispense with her services.

4. Par.5. May I understand from your paragraph that we can transfer the proceeds of salvage of Fortuna, £34.14. 3, to the Samson for her services at the wreck? It would be better if possible to close the account before the end of the year.

5. Par.7. I quite follow your argument against our lending any part of Captain Thomas's garden to the Government School - in the course of time it would be found to be indispensable and it would be a case of giving it up entirely. I fear that the land at the back of Eagle Buildings (now called Marmont Row) would be too far away from the school for the purpose, and I further understand that Father Migone has written to the Board asking if the Company will sell that land to the Catholic Chapel for building a house suitable for the accommodation of Catholic Sisters. I think that when the Marmont Row buildings were converted into cottages, Mr Baillon reported that a portion of the paddock was converted into gardens for the tenants. I have not yet mentioned the question

W.E. Cobb Esq.,

Managing Director,

London.

2.

of Captain Thomas's garden to the Governor, but doubtless he will return to the charge shortly.

6. Par. 3. The financial effect to ourselves of the new Customs regulations is that we pay something under £2 a month - this is incurred by our having to pay for the Customs Officer when we discharge cargo from the lighters. If we require him before 8 a.m. in Summer or 9 a.m. in Winter, and after 4 p.m., we have to get a special permit and pay for the officer at the rate of 1/6 per hour. We cannot of course afford to lose time and therefore pay. The discharge of cargo from lighters seems to be a somewhat different case to a ship loading on a berth. For the present I am inclined to leave the matter alone - Captain Campbell is without doubt very obliging, and so long as he remains here, we shall save ourselves a good deal of trouble by leaving things as they are. He has sufficient authority to settle matters without constant reference to the pettyfogging Collector, but if he leaves the Colony the Collector will again put on an ordinary constable, who would not be allowed to do anything off his own bat. Should this happen, I think it would be well to memorialise the Secretary of State.

7. Par. 10. Mr Matthews has judiciously buried the question of extra payment for landing Lighthouse material now that the landing stage has been destroyed. At my interview with him, our conversation was confined solely to the delay and Mr Trarise's complaints of inattention to his wants. I explained everything to Mr Matthews, and gave him an assurance that we would do all that was possible to get the stores landed quickly. However, Mr Girling's remarks in 293-12 will bring to a head the question of their paying an extra 10/-, and it would be as well to recount the circumstances under which we quoted 24/- per ton. Before leaving the Colony, Mr Hood asked me the price for landing material, and I quoted 35/-, explaining in my despatch 274-4 that I had calculated this figure on the assumption that we should have only a small quantity of material to deal with. Trinity House, however, ex-

plained that 620 tons would be shipped out, and in their letter of June 29th 1905 stated explicitly that "your lighter would be made fast to permanent moorings provided by us in deep water, and sufficiently near the rocks to be plummed by the jib of a crane, but she would not be required to come alongside. A crane placed on a staging above the rocks will lift materials from the barge and deposit them on the staging." On the receipt of this we went fully into the matter - I knew that we should have to land at the gulch all the staging material, consisting of heavy awkward ironwork and the crane, and realised fully that this must be done at a loss. When, however, the staging and crane were erected, I expected to land the material at much less cost to ourselves, and therefore quoted 24/- for the whole. When the stage was complete we were very disappointed to find that there was not sufficient water for the lighter to come close enough to the rocks to enable the jib of the crane to plum the lighter's hold; this I explained to you in 232-19, but still we did not ask for any increase on the 24/-. Now the whole stage and crane is carried away and everything has to be landed from boats in the gulch; we have to pay the men 1/- per hour whilst engaged on this work and the time occupied is very considerable, the Samson has to stand by all the time, and the last time she went down, the work was continued until 2 a.m. You can judge the amount we have to pay in overtime for all hands. The narrow escape described by Mr Girling in 233-12 emphasises what I wrote in 274-4 on the subject of the Workmen's Compensation Act. When contracting with the Colonial Secretary in March 1904 for the landing of the Lighthouse stores (coal and oil), I expressly stated that we would do it only on condition that any liability incurred under that Act must be met by the Board of Trade, and similarly I asked that Trinity House should accept the same responsibility. I do not think you have mentioned the matter to Mr Matthews, but it is undoubtedly a very real risk. I know that the Directors regarded the matter from a public utility point of view, and at

4.

24/- per ton we should not have been losers on the whole, as we should have recouped ourselves when the stage and crane were in working order. It is however very different now, and I suggest that we should press Trinity House for the extra 10/- per ton on all material landed since the landing stage was demolished.

3. Par. 11. I enclose a statement from Mr Girling showing exactly what happened when the Ortega called here homeward bound, and I think you will realise from that that there was really no time for him to have written further explanation as to shutting out of cargo. The burden of Captain Styer's complaint is that he did not send men to meet the vessel at the Narrows to inform him that we had cargo to ~~shift~~ ship; this is on the face of it absurd, for during the six years the P.S.N.C. have been running we have never been called upon to do any such thing. We inform Valparaiso what cargo we expect to have and naturally the Commanders receive their instructions from the Manager - it is unnecessary for me to expatiate on what would be said if we presumed to tell a Captain what to do on his arrival here. Had Mr Girling sent men to the Narrows he would no doubt have been told that the Captain knew his own business, and it was very much more to the point to send the men to the Great Britain, as he did, to run the steamer's lines. Seeing that the Ortega dropped anchor, the men concluded that she would not go alongside and returned on shore. By this time it was close upon twelve, the dinner hour, and all hands went to dinner returning at one. As regards discharging the horses from the lighter, I cannot see that it any concern of Captain Styer's what we do with our launch or tug when waiting for the mail. It was Saturday night and dusk - the horses had to be landed then or wait over Sunday, and as they were waiting for the mail, Captain Thomas utilised the Samson's steam winch to hoist the animals out quickly. It is true that the mails arrived about twenty minutes before they had finished, but having got so far they

E.

decided to make a job of it and then run off with the mails. The fact is, the Ortega was four days late and someone had to be blamed. The P.S.N. Captains think it fairly safe to make the Stanley Agency the scapegoat as they know that we are unable to present our side of the case for months.

9. Par. 12. I think that Mrs Hansen would have a better chance of getting a cutter from Sandy Point and have so advised her. It would be a good thing to have definite information about this for we have had sundry narrow escapes with the Darwin cutter. Mr Allan wrote me that she was ashore on the 12th instant at John's Creek, and had the wind come from SW would have gone to pieces. Luckily, he was able to send a boat and six men from Goose Green, and got her off without damage.

10. Par. 13. Your paragraph on the subject of balance of produce and schooners practically resolves itself into three complaints which I will endeavour to answer, namely (i) that no information had been given as to the balance of produce at St Goose Green (and other places) for shipment (ii) that nothing was said as to what the two schooners had been doing and (iii) that we had apparently been too generous in bringing in outsiders' produce to the neglect of our own interest. As regards the first:- I find that Mr Girling sent you by the Saint Leonards in June a specification of the Goose Green tallow showing that the total was 255 casks. Of these, 115 were sent by the Saint Leonards herself and 95 by the Potosi, which arrived home in September. It was therefore quite easy to calculate that the balance was 45; these were shipped per Buendes. You are of course aware that the sheepskins are only baled up in November. We have 57 bales of these in Stanley now and the Consort has now left to bring in the balance of 103. (ii) I have always considered that the specifications of shipments per steamers give a good idea of the movements of the schooners. These are sent regularly, and that per Ortega showed what produce had been shut out. When

6.

the Oriana left there was time to make out a fresh statement, omitting the produce that Captain Hayes would not take.

(iii) I am sure that if you could read the letters from clients during the last six months you would not accuse us of any avarice in this direction, and I feel sure that Mr. Blake will have had something to say as to his tallow and skins which are still at Hill Cove. Mr Bertrand was naturally very sore that his wool was sold so late, Mr George Cobb fears that his tallow will melt at Lively Island and Mr. Pitaluga was on the point of writing to Sandy Point for a vessel to lift his wool. Mr Russell Buckworth, fortunately for me, is in England and I know has not hesitated to let you know his sentiments. Clients on the West should recollect that in spite of all our misfortunes in losing schooners we have brought in the West mail with only one instance, in June, of failing to catch the homeward steamer. After all the shipment of our tallow does not compare so badly with the two previous years.

<u>1906.</u>						
brought to Stanley	May 14.	Shipped	June 13.	115	casks.	
"	"	"	July 25	"	Aug. 20	95 "
"	"	"	Sep. 23	"	Oct. 30	45 "
<u>1905.</u>						
"	"	"	June 9.	120	casks.	
"	"	"	July 4.	125	"	Shipped Aug. 6. 373 casks.
"	"	"	"	19	64	"
<u>1904.</u>						
"	"	"	Aug. 23	231	casks.	Shipped Dec. 7 153 casks
"	"	"	Oct. 29	31	"	1905.
					Feb. 3	22 "

11. Par. 14. I am glad to be able to report that the Owenduffin arrived on November 19th. It was only when I was returning to the Oriana at St. Vincent that I learned that Captain Pollard had put in there and Wilson's Manager could not give me much information as Messrs Miller and Corys had attended to her requirements. I was told that the Master had repaired the damage himself on board and the expenses were very slight. Captain Pollard informs me that in addition to the fact that some of the crew as described in his letter were sick, he was compelled to run in to attend to the

7.

relaying cleats which, owing to the length of time the schooner had been laid up, had all drawn, and he had nothing to make the sheets fast to. The lacing of both foresail and mainsail on the gaff had carried away owing to the continual surging and lashing and on arrival at St. Vincent he found a $2\frac{1}{2}$ " coil of rope amongst the cargo, and used this to re-lace these sails. He felt very dubious about the rigging and especially the chain plates. These certainly require re-facing, but it is not really bad. You will see from the accounts that he did all the work with his own crew. The vessel has had a bad time of it on the voyage undoubtedly, and there is a good deal of wear in the gear. As regards the cook, you will recollect that it was practically settled that Hunt was to bring the schooner out- he had seen the cook and decided to ship him. When we gave up the idea of Hunt and substituted Pollard, the cook was already engaged, and it is therefore considerably overstating the case to say that I "forced" the cook upon him.

12. Mr G. J. Felton called some days ago to ask whether we would contribute towards the cost of a fence to complete our boundary fence to the North East. Our real boundary to the North is, I believe, the line of the Wickham Heights, and our "mountain fence" therefore to the South of the mountains is not ~~Kharaferne~~ really the boundary; we are actually fenced right round, but are not completely fenced with J. Robson to the East. Robson's sheep wander across the mountains and mix with Mr Felton's, thereby infecting the latter with lice. The Governor contemplates as regards ^{legislating} lice in sheep, and Mr Felton desiring to stop Robson's sheep from wandering, offered to assist him to put up a fence on the boundary between the latter's land and ours. Owners or occupiers of land adjoining are liable jointly for the cost of the boundary fence. Mr G. J. Felton said that his father had called upon you to discuss the matter, and had been informed that the question would be settled here. I hope to be able to talk the matter over with Mr Allan before he leaves for England. A sketch is enclosed showing the line of the

3.

required fence which would measure about three miles.

13. The Directors will much regret to learn that Mr Allan has been ill for some weeks past and that Dr Foley pronounces that he is suffering from Appendicitis. Dr Foley had ordered him not to attempt to ride for some long time, but he has not picked up at all in spite of the rest, and the doctor now advises that he should go home as soon as possible for an operation. He will therefore leave by the January 2nd mail.

14. I doubt if the Swendolin's crew will remain out here, and it will therefore be necessary to get men from Monto Video, for there are none to be had in the Islands. We shall be compelled to keep the Consort for another two months, as our own sheds must be kept clear as shearing progresses, for we have not sufficient storage space. The Consort and Lafonia have been taking out shearing stores for our own and other stations, and will just about succeed in getting shearing material out in time - they each have more than a full load of tallow and sheepskins to bring back, so that the collection of our wool will be delayed. We have no Fortuna now to lift 300 bales at a time, so that it is imperative that we should retain the services of the Consort.

15. The departure of the Lifeshire has been much delayed owing to an unfortunate incident. The repairs were finished, the dynamite reshipped, and accounts made up on 15th November, and the Master was to have come on shore the next morning to sign the draft and get his papers from the Government office. We therefore hoped to have towed him out on Saturday the 17th. On his return to the ship on the evening of the 15th, he had an altercation with the steward which ended up on his striking the man. It appears that the steward left the cabin, went to the galley, had some words with the cook, and fell dead across the galley stove. An inquest was held next day, and a verdict given that the man had died from natural causes. The funeral took place on Sunday afternoon, but in the meantime the 3rd officer had come ashore and informed the

8.

Government authorities that the Captain had struck the man - the body was exhumed, a post mortem held that night, and on the following morning the Captain was arrested on a charge of manslaughter. The charge was heard on the 20th, remanded until the 26th, and the Master then committed for trial at the Supreme Court. I took the opportunity of urging the Governor to take the case at the earliest possible date, he said that owing to mail work etc he could not hold a session until 10th December next. There seems to be no doubt that the Master will be acquitted of the charge of manslaughter, for the evidence was all very clear that the steward was under the influence of drink, became very excited and abused the Master. The Master denies having struck him, but I think myself there is little doubt that he did so. The doctor says that the man's heart was so weak and diseased that he was liable to drop dead at any moment, and it is fairly clear that the failure of the heart was due to excitement. The accounts for repair of the ship are forwarded herewith together with the Master's draft for \$ 2233. 75. A supplementary account will be sent for expenses incurred up to the date of the sailing of the vessel.

15. Captain Louit, of the Leon Bureau, returned from Sandy Point by the last homeward mail. Surveyors recommended that he should discharge from 500 to 300 tons of cargo to enable the hold to be further surveyed to ascertain the extent of the damage. He had thought that he might have a good sale for the coal in Sandy Point and would be able to get a freight home from there, but by last mail he cabled to his owners that a return cargo was uncertain. The Surveyors and other Captain in the Port thought that it would not be safe to carry the damaged coal right on to San Francisco; the Master therefore decided to sell here, if possible. Being anxious to avoid the expense of bulk hire he advertised for tenders, but without result, and has now discharged about 400 tons into the Vicar of Bray. This, however, is not enough, and he now wishes to sell the whole of that class of coal which took fire,

10.

amounting to about 1000 tons. I think there is little doubt that it would be unsafe to attempt to take this coal on, for since the fire was extinguished it has shewed signs of heating again. Had he been bound for some Chilian port, he would have been able to keep fairly close to land, but his course for San Francisco would be well to the Westward in the Pacific, and if fire broke out again there is a risk that the ship and all hands might be lost. In view of your telegram of 2nd. November, my policy has been to delay him without telling him the reason, but if I do not receive definite news from you now I shall have to explain matters to him. At present we are repairing the holes cut in the deck, and sundry small damages, also making two sails. He has asked for an estimate for caulking the decks all over, but will not decide as yet whether he will have it done. If he has all damages repaired and sails made, the cost of repairs alone would probably amount to £1300, and his expenses on top of this would be about £300. You will see that it is impossible to say how much credit is really wanted- we do not yet know the damage in the hold, and the Captain will not say what other repairs he would like done. He may make some of the sails himself, but cannot do the larger ones. I have not pressed him, as it suits us to delay until we know that satisfactory arrangements have been made as regards the expenses.

16. The Lord Antrim arrived only a week before the Ortega, and landed all livestock in good condition. She had a fair quantity of cargo, 120 tons, and we were very glad that she had relieved the Ortega by that amount. The Ortega arrived on the 22nd November with 220 tons, and was placed in quarantine during her stay in the port.

17. We have had hay on order for a considerable time, and as Mr Packs is in such urgent need of it I have asked you by cable to send 100 bales by steamer at once. We should like to have the balance of the order later on, and you might urge the P.S.M.C. to carry it for us on the same terms as for the Government.

11.

13. Mr Greenshields asked if we would keep his account here and cash his cheques. We have for some time past collected his wool and his purchases from the Store have been acceptable. He is now purchasing practically everything from us, and I have agreed to do his work on the same terms as for Messrs Baillon & Stickney, namely 1% commission, and 7 $\frac{1}{2}$ % interest if the account is overdrawn. Messrs John Hoare & Co will pay £2000 to you in London. I endeavoured to secure the consignment of his wool, but he explained that Messrs Hoare & Co had always had their wool, and had done a great deal for them in Patagonia; he felt therefore that he could not take the business from them.

19. Messrs Lahusen & Co, of Buenos Aires, have circularised the Sheepfarmers here with a view to purchasing the whole of their clips locally. If any sheepfarmers sell direct, the produce will be taken away by steamer from ~~Rass~~ ~~an~~ Sandy Point. Messrs Lahusen & Co have appointed Mr Louis Williams as their Agent here.

20. With regard to what I wrote last mail on the subject of Mr Felton and canning, I should like to mention that I received a letter from Mr Felton by last mail in which he says that he did not intend to set up in that line, but would not mind taking a risk. There must have been some misunderstanding in the matter.

21. I beg to refer to your despatch 1016-4 on the subject of the Company's contribution towards the Clergy Sustentation Fund, in which you write that the Directors are willing to pay annually until further notice just one half of what the bona fide subscriptions amount to from the rest of the Colony, exclusive of special donations or receipts from bazaars. That is to say, if the subscriptions of the public are raised to £250, the Company will pay £125, and if £300, then £150. As far as I recollect, when the Board discussed the question, and you remember that I was present, you deducted from the list all subscriptions from private individuals such as the Governor, Mrs Dean, Mr Allan etc, and I gathered that you

intended to base the Company's contribution upon the amount subscribed by other farmers only. Your despatch, however, above quoted states distinctly that you will contribute a sum equal to one half of the total bona fide subscriptions from the rest of the Colony. I mention this as I should like to be quite clear on the point. I think, too, that the Directors said that they would regard the sum of £100 as their minimum contribution.

22. I enclose herewith copies of letters from Mr Allan on the subject of the telephone, and Mr Packe's proposed additional line. Homer fears that with two single wires on the same poles we shall have induction and crosstalk and said that the only remedy would be a metallic circuit for both ourselves and Mr Packe as far as Fitzroy where his line would branch off. I wrote back to Mr Allan asking if it would not meet the case for Mr Packe to have a metallic circuit alone, or if he had an insulated wire. Homer said not, and has just come to Stanley to talk the question over with myself and Mr. Packe - the Governor was too busy to see us. Homer has another remedy, namely to run a loop down to Fitzroy, and have a switch there in the same way as Mount Pleasant, the wire coming to our office and then passing round the back of the settlement to Sullivan house. This, I think, is the only way to include Mr Packe on the line, for the cost of two metallic circuits is out of the question, seeing that the saddles and insulators already here for the 20 odd miles from Fitzroy to Stanley would be useless. Unless Mr Packe can be joined up in some way, he naturally cannot be expected to cinch the poles, but is willing to assist us by doing this on his own ground, we paying the cost, for the present therefore the construction of the single line will be proceeded with, and at the first opportunity I will send more poles out for the line from Mount Pleasant to Fitzroy. I do not know yet how we shall manage to get the poles laid out along the track from Bluff Cove to Stanley, but Mr Allan suggests that Finlayson and MacCall should send gangs when the men can be spared. I enclose a rough sketch by

13.

Some shewing how he proposes to have the loop to Fitzroy.
He has written a letter direct to Mr Mantle going into the
technical part of the question.

23. As the mail closes at midday today, I must conclude
this, reserving for another despatch the question of the
Hyndford.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPPLICATES. (Originals per R.M.S. ORONSA, November 8th)

Despatch No 306
 Copy of Stanley Cash Book for September
 Copy of Stanley Journal for September
 Store Indents Nos 371
 Engineer's Indent
 Remarks upon Stores and Replies to Remarks
 Stanley Ledger Balances to September 30th
 Second of Exchange No 2473 on Chr. Christensen for £106:17:6
 Insurance on Produce, Return No 69
 Coasting Insurances for October
 Stanley Wages Return to September 30th
 Mr Allan's Report of November 1st
 Extract from Samson's log re "Leon Bureau"
 Statement of cargo on board "Leon Bureau"
 Remarks on Accounts
 Statement on Accounts
 Letter to F.E. Cobb Esq

ORIGINALS.

Copy of Stanley Cash Book for October
 Copy of Stanley Journal for October
 Cash Vouchers, East & West Stores
 Store Indents Nos 372
 Mr Packe's Indents (two)
 Remarks on Stores and Replies to Remarks
 First of Exchange No 2477 on Thomas Law & Co £2238:3:3
 Coasting Insurances for November
 Insurance on Produce, Return No 70
 Barque "Wifeshire" Accounts
 Final Survey Report, Barque "Wifeshire"
 Surveyors' Reports (two) Ship "Leon Bureau"
 Tracing showing mountain fence, etc
 Plan showing proposed line of telephone
 Statement re call of R.M.S. ORTEGA, September 15th

(continued)

ENCLOSURES (Continued)

Copy of Mr Allan's letters (two) re Telephone

Mr Allan's letter for Managing Director

Copy of letter to Pinto Estate & Co.

Shipping Report

Remarks on Accounts, and Replies to Remarks

Statement on Accounts.

Specifications:-

	No. 1.	Skins.	Tallow.	Hides.
F		160		
E.H.	4	20		
H & B			144	58
L		28	33	25
F.B.		3		
Heart	4	4		
M.P.		5	21	4
H.G.C.		13	29	
J.B.		28		
S.		10	3	24

ORISSA

December 5th

06.

502

Sir,

I enclose herewith the documents you ask for in 1018-15 and 1019-1 with reference to the S.S. Hyndford, namely, (1) a statement on oath by Captain Thomas, corroborated by Ennenga the mate, detailing the whole circumstances of the towage from the time the Hyndford's boat was sighted to the time of her arrival in Stanley, (11) a statement of the samson's earnings and the cost of working from 1901 - 1906. (111) a copy of the chart shewing where the Hyndford was anchored, and the track of the samson and Hyndford together from that spot to Stanley. This chart is too large to send by post, and will be handed to you by Captain Pollard. Captain Thomas's statement has been drawn up so as to embody all the information you require, namely the condition of the weather during the towage, the weather for some days after she left her anchorage, and also the information asked for in Messrs Ince's letters of October 25th and 26th. I fear that none of the crew could be trusted to write any useful account of the voyage; Ennenga, who acted as mate, is, as you know, practically illiterate, and I considered, therefore, the best plan was to get him to write a corroboration of Captain Thomas's report, having both signatures attested by the Governor. We are not able here to give you correct particulars of her engine power, pumps, etc, as no draft of the engines was sent from Earle's when she came out, and I gather that you will have been able to obtain from them full details on this point. The statement of the tug's earnings have been compiled from our ledger, and could be corroborated from your copy, - it

F. E. Cobb Esq.

Managing Director.

is signed by Mr Girling as Cashier and Bookkeeper. I imagine that it will be better for you to give an account of her original cost as we do not know this, and you will be able to add the statement sent in 1905 shewing the cost of re-boiling her in Monte Video. The weather during the tow was good, and had it not been so the Samson would never have done it in 82½ hours; it is also somewhat unfortunate for us that the weather for some days afterwards was equally good. Unquestionably the weather was very bad indeed whilst the Hyndford was at anchor, and she rode out the gale well; the Captain told me that he was convinced that as he got through that he could have ridden out anything. Another point against us is that the ORITA came alongside a very few minutes afterwards. She was not, however, in her usual track, and had put in close, specially to look for the Hyndford.

2. 1019-2. I will see the Governor on the subject of the Chance salvage as soon as he is free, and will endeavour to get a hearing of the case.

3. I have just received from the Registrar of Shipping a new Register for the "Gwendolin", and it is somewhat significant that no fee is demanded. I shall be glad to hear from you whether you succeeded in ascertaining from the Registrar of Shipping, in London, if a fee is actually payable at this end, as if not I shall certainly try and obtain a refund of those paid for the Fortuna and Lafonia.

4. Since writing my previous despatch Mr Paoko has sent me the enclosed letter on the subject of the Darwin - Stanley telephone.

5. The work of shipping the propeller ~~has~~ on the Hyndford has been much delayed by bad weather. In order to tip the vessel sufficiently, a very large quantity of cargo had to be passed from aft to forward, and it was impossible to do this except by lighters as the cargo could not be passed along the deck, and this work was frequently interrupted by weather. Good strong stages were erected, and as soon as it was possible the old boss was removed, the spare propeller got from the hold and one blade taken off, leaving two, one up and one down. Eventually we succeeded in fitt-

ting on the new propeller on Saturday, November 24th, and on the 27th a survey was held to ascertain if the work had been properly carried out. Captain Horne asked that we would let him have Captain Thomas to assist; a propeller weighing 8 tons is a difficult thing to handle, and we have never before been called upon to deal with such a weight. It is therefore very satisfactory that everything was carried through without a hitch. The work of re-stowing the cargo was proceeded with as rapidly as possible, and yesterday afternoon this was completed. We have had gangs working day and night, but even so the trimming could not be completed sooner, for some 700 tons had to be handled twice. Today the Captain has been clearing up on board, and settled his accounts this evening, - he will leave tomorrow morning. I have been endeavouring to get him away before the Orissa in order that she may have an opportunity of sighting him on the way up, and report at Monte Video. We have not been able to charge the steamer with the cost of sending the Consort to Sandy Point as the Master knew nothing of this; I have therefore sent you a certificate, as Lloyds Agent, shewing the number of days occupied on this trip, and trust that you will have no difficulty in recovering the amount from the Underwriters; with this you will find copies of two letters from Lion & Co which verify the dates. The accounts are sent herewith, together with the Master's draft on Messrs Robertson, Paterson & Co. for the sum of £1020:5:1.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

HYNDFORD:-

Sworn Statement by Captain Thomas, with copy
Extract from Samson's log, with copy
Statement from Mr Girling, with copy
Certificate from Lloyd's Agent, re Consort, with copy
Copies of letters from Lion & Co.
Copies of Survey Reports (two)
Accounts, with Letter of Advice to Owners
First of Exchange No 2478 for £1020:5:1
Letter from Mr Packe, December 4th, re Telephone
Supplementary Remarks on Accounts

Statement of Samson's Earnings
1894-5

P.M.S. ORISSA

December 10th

06.

505

Sir,

This steamer arrived at 6.30 p.m. today, five days late, and will sail at daylight in the morning, taking as much produce as she can load. I have received, by her, your telegram "Rojeira".

2. I am glad to report that the Hyndford left on the morning of the 8th, and appeared to be steaming at about 7 knots up Port William.

3. As the Orissa was so late I have had an opportunity of going into the question of the new crank shaft of the Samson with Atherton, and enclose a separate memorandum on the subject. I cannot help thinking that by far the better plan would be to take another four or five years wear out of the present shaft and eccentric fittings, for the reduction of boiler pressure is but 5 lbs, and with out present stoking staff and inferior coal, we cannot maintain a full pressure of 150 lbs. She will run at 125 revolutions with a pressure of 145, and the increased 5 would not add appreciably to her effectiveness. In the meantime if you will send out drawings of the engines from Barles, and new eccentric sheaves and straps we could fit these into the new shaft, and when necessary, an opportunity of putting the new shaft in would be availed of, - the Samson would, in that case, be laid up for only 3 to 4 weeks.

4. Mr Packe and Homer had an interview with the Governor, and explained to him the objection to Mr Packe's private wire running along the poles to Pitkroy. The Governor will raise no objection

F.E. Cobb Esq.

Mining Director.

London.

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to the proposed loop at Fitzroy as explained in 301-23, but asked that an official letter might be sent in. I enclose a copy of my letter to the Colonial Secretary.

5. The trial of the Master of the "Pifeshire" began today, - it will be concluded tomorrow, and if, as is most probable, Captain Gaddell is acquitted, the vessel will sail the next day, weather permitting.

6. I am cabling you:- SECARON PREVARNO BOORISHLY.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Supplementary Store Indents Nos 372

Statement on Accounts

Shipping Report

Copy of letter to Col. Secretary, re Telephone

Copy of S.M.C. Account

Specification & R/L per Orissa

304

O. W. G. G. G.

January 1st 1907.xx

Sir,

I wrote last per ORITSA, which left at daylight on the 11th ultimo, and received per ORITA, on the 18th December, your despatch No 1080, and telegram "LEONNITZAU ADENBURGO ELERK"

B. 1080-5. I think it right to explain fully the position that Mr Girling was in when the "Emilie" arrived to report the accident to the Hyndford, and the despatch of her boat. The Governor went for Captain Vilms, of the Emilie, to obtain from him full particulars to send to the Ministers at Monte Video and Punta Arenas, and Captain Vilms asked Mr Girling to go with him, - the Colonial Secretary had also been asked to be present. The Governor asked Mr Girling if he intended sending the Samson to look for the Hyndford, but this was absolutely out of the question, - he then asked if the Samson or Consort would be sent to Punta Arenas to report the information. Mr Girling pointed out how inconvenient it would be as we were so behindhand with wool collection, and that clients had been promised that the Consort should lift their produce. To this the Governor replied that it was a question of saving lives against getting some wool home a month earlier, and he thought that the two questions could not be compared, adding that from what he knew of the Directors, and certainly of Mr Gobb personally he was convinced they would be the last to hesitate to send the vessel. Mr Girling then

W. B. Gobb Esq.

Messrs. G. & J. Gobb.

London.

said if the Government would charter the Consort, and the Governor's reply was "if you, as Lloyd's Agent, decline to send the Government will consider the matter, but we must first have a statement in writing from you declining, and giving the reasons you have mentioned".

In such a case as this your Manager is in a difficult, and I may say a delicate position. He is Lloyd's Agent, and the only vessels in the place capable of rendering assistance, or of conveying information are under his control. He cannot look to Lloyds for payment for their services, and is therefore between upper and nether millstones. If he sends a vessel he is liable to incur the disapproval of his employers, and if he refuses to send he incurs the odium of all classes for declining to move in the cause of humanity, and this reflects on the Company. When the Thetis was lost feeling ran very high because the Samson was not sent to search, but at that time the Engineer was unwell, and there was practically no hope that any of the crew could have survived the gale. When an emergency arises people look to the "Company" to act, and I think that as matter of policy alone it is preferable to run some risks, especially in such a case as this where a German Captain had not hesitated to go out of his course and make a special call here for the purpose of reporting the matter. We are the first people in the Islands, and I feel that we, that is to say the Directors and all the Company's staff are justly proud of it, generally speaking, therefore, we ought to act up to the position, and although we do lose the services of the schooner for some weeks I think we have gained something in reputation. The loss of the schooner's services can be made up in time, and the inconvenience is forgotten, but a refusal to send a vessel when there was a chance of saving life would always be remembered against us.

S. S. S. P. P. Port Howard station was not favoured at the

expenses of other clients, for the two calls there were worked in conjunction with the delivery of the West Falkland mail. Mr Matthews undertook to horse the return mail from Fox Bay to Port Howard free of charge, - the schooner therefore, instead of remaining at Fox Bay for perhaps a couple of days, waiting for the return mail, went up to Port Howard and loaded produce, bringing the mail direct from that port to Stanley.

4. Par.6. I am glad that by last mail I went fully into the question of the cost of landing Lighthouse materials. Mr Trerise received a letter from Mr Matthews instructing him to pay the September account at 24/- per ton, and this has been done; I fear that we shall hardly be able to settle before this mail the December quarter accounts, on which a discount of 5% will be given as suggested. Mr Trerise wishes that the cost of the stores may be settled in London, and is therefore sending a certificate that he has received delivery of it. By next mail I will send you an account of this and other outstanding items.

5. Par.7. Rowlands left with the Gwendolin in very good spirits, and I hope that he will carry on for some time yet. I have had great difficulty in getting crews for the two schooners, - we imported three men from Monte Video for the Baronie, and I had asked for three more to complete the crew of the Gwendolin. The homeward mail was so late that Wilson & sons had no time to get men and send them down. It seems to me that if the Underwriters require certificated men we shall have to pay a higher salary than at present. Indrikas who brought the Gleam down from Monte Video wanted to remain on the Islands. He is now second officer of the S.S. Havart, and would be willing to serve as mate on one of the schooners, if there were a chance of being promoted. He is a very likely looking man, and I have promised him a mate's billet whenever he likes to come across from Sandy Point.

5. Par.8. I do not know why the Orita should have reported the Hyndford as being in a critical position. She passed the latter in tow of the Samson abreast of the lower tussac Island in Port William, on quite a fine morning, about 5.30.

7. Par.9. The only Blacksmiths' work on the Lafonia was the cutting of about 1 foot from the end of an old davit. In estimating the value Mr Girling was guided by the weight of iron, having no other data to work upon.

8. Par.10. The Ortega tallied one bale of sheepskins K in excess, - the number landed was quite correct. The Bill of Lading was endorsed "one bale more in doubt, if on board to be delivered".

9. Par.11. We have discontinued ordering flour from Chili but probably may have to keep a small stock on hand as some here prefer it. The cost per 100 lbs. bag, including freight and insurance, of the last two consignments was 14/5 and 14/3 respectively.

10. Par.12. The letter from Eills and Company as to the preparation of sausage skins referred particularly to those sent by Reddeman. As you know we gave up preparing these ourselves, and sold the tripes outright to men who cleaned them. Mr Allan will be able to explain the matter to you fully, - on the whole it seems that it will pay us better to sell direct, especially as there is a chance of getting a higher price owing to the fact that more people are competing for them.

11. Par.14. I am glad to learn that we may shortly expect to receive steam coal and other supplies by the Saint Hugo. I assure you that the order for house coal in bags for Darwin was not sent without full consideration. We have to send some 120 tons there every year, and before this is used it is handled a good many times. First from collier to hulk or lighter, then to schooner, then boated ashore to coalshed and finally distributed to the different houses. If the coal is dealt with in bulk each time the cost of handling

is much increased, and the coal considerably broken up, in addition to which there is a considerably per centage of waste. If coal arrives in bags we can handle it more quickly into the lighter, the saving of schooner's time loading and discharging is enormous, the vessel does not require so much cleaning afterwards, the delivery in bags at Darwin saves weighing, and I feel sure that it enables Mr Allan to cut down the allowance to the different houses. I am asking him to talk to you about this, and I feel sure he will confirm the above. It is very far from being "sheer waste to pay 10/- a ton extra", and I honestly believe that this extra expenditure results in a saving in the long run. However as you say that it is not to be thought of we can only submit. I will only add that most clients are willing to pay the extra cost for delivery in bags, and if it were then to incur this for coal which they use in one house only, it helps to prove that it must pay us when we have to deliver it to about a dozen different houses in Darwin.

12. Par.16. I fear that we are not in a position to add any more as to direct delivery of coal to clients. I wrote in 285-3, and this was followed by Mr Girling's reports in 286-15 & 23, and 288-6. The substance of all these replies is as follows:- Packer Bros & Co and Baillon & Stickney would take 120 and 60 tons respectively, if the price were 40/-, Doctor Eclus would take 20 tons, no reservation as to price; Hill Cove, Port Howard and San Carlos would not take any, and Port Stephens had referred the matter to Mr Carpenter, who would communicate with you if he wanted any. We have at present sufficient in Stanley for some considerable time.

13. Par.17. I am sorry to have to report very unfavourably on the Smithy coal sent. We have tried it all ways, and find that it is more like house coal, the defects being that it will not char or cake, and when touched by the iron the

whole stack falls in. You knew that when heating iron in an open forge for welding the coal requires to be a hollow cone in order that the Smith can see his iron in the centre; this coal will not stack up at all, and the heat given out is so fierce that one cannot stand within two yards of the forge. Blyth says that it could be used for a fire for a merely bending iron, and no doubt in the Liverpool. Smithies they would have, say, a dozen forges. But the welding work would be done at special forges, say 3 or 4 out of the 12, and he says he is convinced that they cannot use this class of coal. He tells me that he had a small forge of his own in Fifehire before coming out to the Falklands, and that it was cheaper in the long run to pay the high price for Brancepeth coal; the lowest price that he can recollect for this was 23/- and generally 25/-. Some four or five would club together and purchase a small schooner load of this particular coal, for it was more advantageous to pay the high price and carriage. If you will send us 20 tons of Brancepeth coal I will see that it is used only when necessary for welding. I am sorry to have to ask you to send this, but that sent is really most unsuitable for the work.

14. Par. 18. Our last purchase of Lawes Dip was in December 1904, when we received 2000 gallons by the Lafonia, invoiced at 1/10½ per gallon. The lot previous to that was per "Annie" in February 1902, invoiced at 2/6. Our selling price for the 1902 lot was 3/6, and when the price was reduced in 1904 we brought this down to 3/- so that it is incorrect for Mr H. Blake to say that we sold at the old figure. Certainly the profit seems large, but in addition to freight we have to stand the waste by leakage, which we reckon at 10% when in casks. At the beginning of this year we had 1890 gallons on hand, and have sold about 1000 gallons, - the users are Pitaluga, Smith & Sharp, Mrs Hansen, and Mr A.E. Felton; besides this we always send Lawes to the small farmers and to any others who do not specify any

particular manufacture. We have discontinued using it ourselves as Mr Allan prefers his own mixture of arsenic and soda, which is much cheaper. Robertson's Dip is certainly used more, - Mr Packe, Mr Cameron and Mr Greenshields like it. Mr Dalton is Agent for Ness, and has lately sent out some for Pitaluga. Others again prefer Cooper's, - it seems to be a matter of taste, and I fear I cannot explain why Lawes does not go ahead. We can do now with a further supply, and are therefore ordering 1000 gallons, in drums.

15. Par.19. We shall be very glad indeed to see the Malvina out here, and I note your remarks as to the Engineer Baseley. I should have been glad to have had some indication of what wages you think might be offered to him, but must wait until he arrives. If engaged, he can have the house formerly occupied by the Cooper, which is at the back of the office and fairly near to his work.

16. Par.20. I enclose a copy of the Colonial Secretary's reply about the telephone, which I have not yet answered. As the Governor has approved this scheme the proposed extra wire from Sullivan House to Fitzroy will not now be wanted, but we shall require 2 Instruments, 2 Switches (inter-through combination, as ordered for Mount Pleasant), one Earth plate and 12 large Dry Cells. The loop at Fitzroy to Mr Packe's house will be about 4 miles in length, - for this we have sufficient poles, and to fit them out require 8 miles of wire, sufficient saddles to carry 4 miles one way and enough brackets, spindles and insulators for 4 miles return. Then, again, we shall require wire, saddles, spindles and insulators for about $1\frac{1}{2}$ miles from this office to Sullivan House. If you have already sent the extra material for the proposed special wire from Sullivan House to Fitzroy we should need only the instruments, switches, Earth plate and Dry 2 Cells. I am glad to report that poles have now been sent out to reach to Bluff Cove fence, and the cinching of these is being proceeded with. The Consort loaded up with

poles and fencing for renewal of boundary with Mr Packe, all of which had to be landed at the head of Island Harbour, and the day after she left Stanley the Samson followed with more poles, in order that she should assist with the landing and tow the Consort right up the creek. In two days they were able to land everything, including material at the head of Fitzroy River, at Garden Point, Bluff Cove house and Bluff Cove yards. The Samson brought in Robson's wool in her coal bunkers, so that it was a very useful trip. I calculate that she will be able, in one day, to take poles out to be landed at the head of Port Harriet, and bring back Browning's wool in the same way.

17. Feb. 21. Mr Reid and family arrived by the Orita, all well, - he naturally required a few days for unpacking and settling down, and has now commenced his duties in this office. I feel sure that he will agree with me that everything has been done towards assisting him to start pleasantly, and without the slightest friction, and I may add that no friction whatever is likely to occur.

18. The Italian Barque Bora, Captain Cocose, 105 days out from Cardiff to Caleta Calosa with coal, put back here on December 12th, with the loss of foremast, yards, rigging, sails and boats, and other damages detailed in the enclosed copy of report of survey. The fore lowermast broke off about 17 feet above the main deck, and everything had to be cut away. Strangely enough she is the old "Copernicus", and the mast which is now broken was fitted here in 1882. The Master proceeded to Sandy Point by the Orita to place himself in telegraphic communication with his owners, - he is, I fancy, aiming at condemnation. I told him before he left that if the owners sent out masts, yards, boats, etc, in the same way as for the "Thirlmere", the expenses here of fitting her out would be about £1200.

19. Seeing that the Oropesa is due here so shortly after

Christmas I sent the Samson to bring Mr Allan from Darwin. It was necessary that he should be in Stanley for a few days before leaving, as we had many things to talk over, and moreover it was very undesirable that, in his present state of health, he should have to undergo a voyage by schooner.

20. Messrs Braun & Blanchard's steamer "Lovart" arrived here on the 20th of December from Sandy Point, with a full cargo of lumber and stores for delivery at practically every station in the Islands. I was able to obtain a copy of her manifest, and enclose the same. I enclose also a copy of a letter from Messrs Braun & Blanchard offering to salvage wool ex Fortuna at 75%, and am replying that as the Salvage Association have already accepted an offer from Messrs Wahlen & Co, the Lovart cannot touch this. She has brought letters to every farmer offering to take any wool, and ship the same to London at $\frac{1}{2}$ d per lb. — this rate of freight, however is not likely to tempt many, except for the advantage of getting the wool home quickly. Assuming, for a rough calculation, that a bale weighing 700 lbs measures 30 cubic feet Messrs Braun & Blanchard's freight would be at $\frac{1}{2}$ d per lb. 30/8; ours at 32/8 and 5% measurement, 25/8, an increase of 11/3 per bale. There is a rumour that they have bought out J. Williams's business in Stanley, — Louis Williams has been in Sandy Point for some months past, and I know for certain that he has been trying to dispose of his business for a long time; he asked me 2 or 3 years ago if the Company would purchase.

21. I have managed to get the question of Mrs Bonner's probate settled, but the valuation has been increased enormously. Mr Allan's figures were undoubtedly very low, and I obtained the services of the Stock Inspector to go to San Carlos, as I knew that the Governor would not agree to such a low valuation as Mr Allan's, which totalled £11,000. Mr. Robertson increased this to £13,600, and the final amount accepted by the Governor is £14,036. I had several inter-

views with the Registrar, and two with the Governor, and did my best to get the figure reduced. The Governor would not, however, give way, - he said he had been out there himself, had seen the place, and had been told by Mr Bonner himself that he placed great value on a lot of his sheep. The Probate duties were increased in 1901 from $2\frac{1}{2}\%$ to 4% on estates of over £10,000, and becomes a serious amount when the valuation is inflated.

22. The Underwriters Agent in the case of the ship Leon Bureau, Monsieur Vie, arrived by the Orita, and decided to stop practically all the repairs on the vessel, - we had but a very short time to discuss matters, as it was necessary to send telegrams via Sandy Point. I had received your message "Leon Bureau Adinsurgo Slek", informing me that the vessel could not be allowed to leave, and I therefore explained the whole matter to M. Vie. It had not been necessary to take any steps towards arresting the vessel, and my policy has been to delay the repairing in the hope that I should hear from you that satisfactory arrangements had been made. It was impossible to form any idea of what the repairs, exclusive of the salvage, would amount to until Capt. Houit decided exactly what he would have done, when, however, Monsieur Vie arrived, and stopped all work, I was able to estimate about £500 as being the cost, and therefore telegraphed this figure to you, adding that the Underwriters' Agent was cabling that security for £2000 would be wanted. In your correspondence in London I see that bail was asked for £2500, - this presumably included quite £1000, or even more, for the cost of repairs, so that £2000 ought to be sufficient if this latter runs to only £500.

23. The "Pifedhire" was towed out on December 14th, the Captain having been acquitted, as we anticipated. I enclose supplementary accounts, together with the Master's draft on the owners for £162:14:11.

24. When writing you last mail on the subject of the

Samson I intended mentioning the state of the condenser, but wished first to give Atherton an opportunity of opening it up, and making a thorough examination. In 1904 you sent out 24 new tubes; whilst at Monte Video Atherton had all the tube cut and overhauled them, and put in these 24, - he would have procured more new ones then, but it was not possible to get them in Monte Video. The condenser is now leaking very badly, the result of which is that the boiler salts rapidly. We must have a good many new tubes, and on the whole it would be as well to renew them right through, for we cannot tell when a tube will give out. We have no means of testing them for pressure here, and could only judge by the appearance. A full set is 332 tubes, and I find that Rowson's charged 2/3 each for those sent in 1904, - at this price a full set would cost over £40, and I fear you may hesitate at the price. At the same time seeing that the boiler is new I think we ought to have the condenser in absolutely good order, and I hope you will see your way to sending us a full set, or at any rate at least 300. We are ordering at the same time 1000 of the wooden ferrules.

25. The Admiralty have here 6000 gallons each of Olive and Mineral oil in drums, - I am asking the Governor to let us have one of each to sample, as we might purchase some if suitable for lubricating purposes.

26. I have had to send the Gwendolin on a trip round the West Falkland, dropping the mail at Fox Bay, - many stations are quite out of stores, and seeing that Messrs Braun & Blanchard are shipping stores as well as timber I think it behoves us to see that Clients are supplied as promptly as we can manage under the awkward circumstances. As previously mentioned I have had great difficulty in getting a crew, but we have managed for the present. We have now only 120 bales from Darwin and 120 from Walker Creek, - the Consort is away for another load from Walker Creek, and the Lafonia has gone to North Arm. If the steamer is late I hope to be able to

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send 500 bales of our own wool.

28. Osborne had frequently mentioned the question of the Helena's windlass, and I have just received a letter from him which he left before his departure from Stanley, pointing out that he has had narrow escapes of going on the beach. Apparently he is tired of calling attention to it verbally, and has therefore written a letter. I trust that you will send out a new windlass soon, as I gathered that the Board would not object to doing so.

29. As the 1st January is a public holiday, and the mail steamer usually leaves on the Tuesday, I am closing this despatch, leaving any further items for a supplementary mail in case the steamer should be late.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per H.M.S. Orissa, December 10th)

Despatches Nos. 301, 302, and 303.

Copy of Stanley Cash Book for October.

Copy of Stanley Ledger for October

Store Indents Nos 372

Remarks on Stores, and Replies to Remarks

Second of Exchange No 2477 on Thos. Law & Co. £1238:3:3

do

2478 on Robertson Paterson & Co. £1020:5:1

Coasting Insurances for November

Insurance on Produce, Return No 70

Barque "Wiltshire" Accounts.

S.S. "Hyndford" Accounts

Statement as call of "Ortega" at Stanley

Mr Allans Report of November 30th

Statement of Samson's earnings, 1901-5.

Memorandum re Samson's Crank Shaft.

Copy of sworn statement by Capt Thomas, re "Hyndford"

Copy of Statement by Mr Gilling, do.

Certificate from Lloyd's Agent, re Consort. do.

Remarks on Accounts, and Replies to Remarks

Statement on Account.

Specification & P/b per "Orissa"

ORIGINALS.

Copy of Stanley Cash Book for November.

Copy of Stanley Journal for November

Cash Vouchers, Post & Boat Stores.

Store Indents, Nos 373

Remarks on Stores, & Replies to Remarks.

First of Exchange No 2476 on Thos Law & Co, £162:14:11

Mrs Douglas cheque on London Joint Stock Bank, Ltd. £100

Barque "Wiltshire" Supplementary Accounts

Coasting Insurances for December.

Copy of Survey Report, Barque "Dora"

do.

Ship "Leon Bureau" (further)

Copy of Letter from Colonial Secretary, re Telephone.

Copy of Letter from Osborne, re Lafonia's windlass.

ENCLOSURES (Continued)

Copy of letter from Stuart & Blanchard, re Fortuna salvage

Copy of A.S. Leonard's Manifest

Copy of letter to Mr A.O. Robertson, and papers re Mrs Bonner's Estate

Letter to Managing Director from A.L. Allan.

Increasing Progress Report, December 27th

Shipping Report.

Replies to Remarks on Accounts.

Remarks on Accounts

Statement on Accounts.

Specifications:-

	Wool	Sheepskins	Tallow
D.H.	260		
T.C.	4 (camp)		
F.C.	130	11	
N.A.	200	21	
H & B		126	
J.H.D.	50		
F	15	7	
B	8	10	11
H			9
N.A.	4 (camp)		

OROPABA

January 2nd.

07.

305

Sir,

This vessel arrived at 3 p.m. today, and will load all the produce we have on hand, sailing at daylight tomorrow. I have received by her your cable message "Rogativas".

2. It is very disappointing not to have heard that arrangements have been made as regards the Leon Bureau. Monsieur Vie has not had any telegram and has urged me very strongly to allow the vessel to proceed, under embargo, to Monte Video. I informed him that I could not possibly do this, and the ship must remain until you have received satisfactory assurance as to the money. He says that we shall be held responsible for the delay, but I attach no importance to that statement. He is himself returning to Monte Video by this mail to cable home, - he will send word down to Captain Louit by the next steamer, informing him of the result, and I trust I shall then have a satisfactory cable from you.

3. Captain Casase, of the Italian Barque "Dora", returned by this steamer, but without any definite news from his owners. I have, at his request, gone fully into the question of the probable cost of the repairs, and have given him a letter (of which a copy is enclosed) to the effect that if the owners send out all materials to replace the mast etc, also sails and boats, the expense of refitting her will be about \$1200. This does not include towage or cash disbursements, and if they decide to send out the gear, and refit the ship, it will be as well to have a credit of \$1700.

4. I enclose a copy of correspondence with the P.S.N.Co.

Wm. John Ross.

Managing Director.

Valparaiso, as to shipping of wool; I am requesting Messrs Wilson Sons & Co Ltd to telegraph a message to Valparaiso that we shall have about 1200 bales to ship at the end of this month, and that we leave it to the West Coast Manager to decide whether it is taken in a cargo steamer or by the Oravia, due here at that time.

5. I have cabled you as follows:- ACHICABAN INSISTS AGLYDIS LEONBUREAU PROCEED MONTEVIDEO UNDER EMBARGO REPAISANT DELAY ULYXENIDE RECEPARY CROPIESA PROEMIATO ALLAN.

I am,

Sir,

Your obedient servant,

Enclosures.

Copy of letter to Wilson Sons & Co Ltd.

Copy of letter to Capt. Cacase, Barque Dora.

Copy of correspondence with P.S.M.C., Valparaiso

Copy of P.S.M.C. Account.

Statement on Accounts.

Specification & B/L per Cropsa.

OPAVIA

January 29th

07.

306

Sir,

I wrote last per Oropesa which left at 1 a.m. on the 3rd instant, and received on the 16th instant per Oronsa your despatch No. 1031, letter to Mr Allan of December 19th, and telegram Duendes Boulure Leonbureau Sadaudage Isocrate Raumbett.

2. 1031-2. Apparently we shall do better here with the wheat ex "Cassard", provided we are able to store it out of reach of rats. There are nearly 200 bags on the Great Britain ready for shipment, if we succeed in salving any more these may perhaps as well go forward as the demand here is naturally not very great.

3. Par. 4. I reported on the Smithy coal in my last despatch and am glad to find that you are sending only 40 tons for from Liverpool. We shall have to ask for house coal again before long, and possibly you may be able to send more Smithy coal then.

4. Par. 5. We cannot understand what can have become of the plan of the Lafonia's deck forward, which was made out to enable you to get the new windlass— I will endeavour to get another made out in time for this mail. When going up Port William a couple of weeks ago, the after leeche rope of her mainsail (Kennaugh's) parted about halfway down the sail— luckily she had plenty of sea room. About four cloths of the sail parted; if the canvas had not been good the whole sail would have gone

F. E. Cobb Esq.,

Managing Director,

London.

5.

in half. The sail should have been ropes with manila, not hemp, and we must now re-rope the foresail as that shows signs of giving way.

5. Par. 7. I was very glad indeed to receive your telegram reporting that security for \$2500 had been given by the owners of the Leon Bureau. I enclose her accounts and letter of advice, together with draft on the owners for \$637.17. 3. As soon as Monsieur Vie arrived, he stopped all the work and stated that the ship would proceed to Monte Video as she was; on the strength of that I cabled that the repairs would amount to about \$500. When the mail had gone Captain Louit took Monsieur Vie on board to inspect the ship, and induced him to agree to some absolutely necessary repairs, as he declined to take the vessel up unless these were executed. We were then asked to repair the steering gear, the flooring in the hold, provide new shifting boards, replace the deck planks where holes had been cut, and caulk the whole of the main deck. The fire had been so fierce that the pitch had melted in the seams, and the caulking entailed considerable labour. This and the cost of the provisions ran the account up. Captain Louit, after M. Vie's departure, wanted us to caulk the poop deck, but I thought the expenses were high enough and this was left. You will see that the accounts were signed before the Governor, who has noted on the general account the fact that he has examined them. No expense was incurred in the way of seizing the vessel. I explained the situation to M. Vie and Captain Louit, and as they accepted the fact that we would not allow the vessel to sail before security had been given, there was no necessity to have recourse to the aid of the law. She was towed out on the 12th instant-- we used the new towrope sent out for the Samson, and this broke at the ship's hause pipe just as she was being rounded up for the Narrows. Fortunately, the Leon Bureau was able to anchor in time to avoid a disaster-- the line was then made fast again round the bitts and the ship towed out safely.

6. Par. 3. My remark about the Flynn was made in order to assure the Board that she is in perfectly good order. You may

8.

recollect that at a Board Meeting during my stay in England, I mentioned that she had had a lot of heavy work whilst the Samson was away, more especially at the time we had to load the Galicia in Port William with skins and tallow, and that I had left instructions that she should be hauled up, the tail shaft drawn, and generally overhauled. This was done, and it was found that the crank shaft (I wrote tail shaft by mistake) was slightly bent. There has been no accident whatever— if there had, it would have been reported, the slight bend in the shaft has without doubt been caused by the sudden stoppage of the engines by kelp. When running in the dark during winter time it is not possible to avoid kelp and if the engines are brought up with a jerk, it is quite enough to cause a slight bend in the shaft.

7. Par. 9. I have had a further search made for information as to the recovery of insurance on goods lost in loading, but cannot trace it. I am quite convinced in my mind that a similar case has arisen before, and that nothing was recovered. If it had been, the incident could be traced quickly from the Ledger. The question has not been treated in a happy-go-lucky way as we have spent some days endeavouring to trace the instructions which I feel sure have been given. I believe that our coasting policies used to be f.p.a., in which case no claim could be made, unless the vessel was stranded, sunk, burnt or in collision, but in 930-7 you said that you had taken out a policy at Lloyd's @ 10/.% all risks, and the rate was raised to 15/.% vide you 997-15. I have nothing to guide me as to whether this would cover a loss of goods from being dropped out of a sling as they were not actually on board, and until the goods are shipped on the vessel, the insurance is not entered. The Master is provided with a loading list, and as soon as he reports that he has all the cargo the invoice is completed and the amount reported in the office for insurance. I now send certified extract from the Lafonia's logbook together with invoice of goods lost.

8. Par. 10. The explanation as to the Lynndford's propeller is as follows:— when somewhere near Kurachee, she lost a blade,

4.

a new propeller was sent out, and the Underwriters insisted upon the steamer proceeding to Bombay to dock to fit this on, as I suppose they were not satisfied that the work could be efficiently done unless she did dock. The damaged propeller (that is with three blades instead of four) was put on board and she proceeded to the River late. After loading there she continued to the West Coast, and off Cape Pillar lost all four blades off this new propeller. Hence, on her arrival here, her so-called spare propeller had three blades only and it was deemed advisable to remove one of these here leaving only two, one up and one down, in order to balance the weight. It seemed to me that if we could fit this on, we could just as well fit on a perfectly new one with four blades and save the expense in Monte Video. The underwriters, I suppose, as before, wanted her to dock, but as it turned out, she was not able to do so, as the only dock large enough to accommodate her was engaged. Therefore in Monte Video they simply repeated the operation performed here, and the subjoined extracts from letters which I received from Captain Horne are instructive.

"Dec. 14. We are going to have a lively time tipping her as the dry dock is too small and the Buenos Aires one is engaged. Had they sent the propeller to Stanley it would have been fitted at half the cost."

"Jan. 7. I now regret that I did not order all my stores from you as the prices here are enormous on account of heavy duty. We sail tomorrow for Lota— all is now in order and disbursed. Expenditures about double the S. I. amount."

9. Par. 11. In view of the ~~unnecessary~~ delay in getting the Malvina out, I am keeping the Consort on.

10. Par. 12. I have requested Mr Williams to supply us with stock returns on the same lines as our own, and have taken the opportunity of reminding him of our position as mortgagees.

11. Par. 14. In continuation of paragraph 4 of my last despatch on the subject of the Lighthouse accounts, I enclose a copy of the accounts for supplies etc. up to the end of December, 1843. 11. 6. You will see that we allowed 5% on stores,

E.

and Mr Trerise has paid this. We have furnished him with the account for landing goods ex steamers, but up to the present he has not passed this. I send you account for the crane which Mr Trerise asks may be presented for payment in London.

12. Par. 15. The Governor has not said anything about the telephone agreement correspondence with the C.O., and I have not thought it worth while to broach the subject with him. I am glad to report that all poles have now been shipped and very shortly will have been laid out along the line. Some miscalculation was made as to the number required on Mount Pleasant ground, and I sent the shortage out by the Lafonia on a trip to Walker Creek - these were landed at Fitzroy, without causing any delay to the schooner, and arrangements made with Mr Packe to have them boated up Island Harbour. Mr Packe's men have clinched the poles on Fitzroy ground, and from Bluff Cove fence to Stanley. He has arranged with Grant of Bluff Cove to clinch out those on Bluff Cove ground, and this will be done immediately after shearing. Homer will therefore be able to complete the work without any interruption. There has been scarcely any delay in the delivery of the poles; Mr Allan wrote you on Nov. 30th that he could get no more poles from Stanley, but on that day the Consort left with a quantity for Swan Inlet. Homer was then sent to Stanley to explain the new scheme proposed for Fitzroy. He returned to Darwin, came back again to Stanley on Dec. 12th, and I sent him out to Fitzroy in the Samson on 17th Decr., the Consort having left two days before, to arrange where all the poles and small gear should be landed.

13. Par. 16. I send you in original the letter from Commodore Paget in which he states that the hulk Garland was cleared of coal on February 5th 1906 and that "payment for her use by the Admiralty will therefore cease on that date." I hope to hear that they have paid the account for hulk hire; we have been playing the same game at this end as you in London - we have had 22 tons out of the last 100, and

the Colonial Secretary wanted me to pay for it, but I have hedged for the same reason as yourself.

14. Par.17. As regards the oil engine, my belief is that it is neither Atherton nor the oil that is at fault. The engine goes at a high speed when you just spin the lathe round, but the moment you try and turn up a piece of steel the engine gradually slows down, and stops altogether unless you give up trying to work your cutter and allow her to regain speed. I believe that the engine is not of sufficient high power for the work, but before saying so definitely, ~~Kxxx~~ thought it as well to try and find out what is the best oil to drive with. Now that Basely is coming out, we can suspend judgment until he has worked the engine.

15. Par.20. I have not had time to go into the question of the Spirit duty with the Government, but will do so after this mail.

16. Par.21. I have drawn Mr Felton's attention to the state of his account. I anticipate that the produce shipped per Orissa will realise \$120, and his debit balance at the end of the year will therefore be about \$400. The total value of his produce for 1907 should be well over \$500, and his balance should then be considerably reduced.

17. Par.22. I will detail the facts of the loss of J.L. Waldron's wire, and trust that a perusal of the same will completely dispel the disquietude of the Board. I cannot help a certain feeling of humiliation that you could have imagined for one moment that I should have failed to report any accident to one of our schooners; is it conceivable that I should withhold information on so important a matter more especially in view of what you wrote me in 979-4 as to suppressing material facts? On June 9th Mr Mathews wrote "I want you to insure \$500 fencing and building material which I am about to get the Richard Williams to shift on to the North Coast for me at once." At the end of September the Richard Williams was engaged on this work, and on October 2nd when going through the pass to the East of East Island

(outside Port Pirvis). She drifted on to the reef and got a
 off after throwing 24 bundles of wire overboard. I returned
 to the Colony on the 25th, and next morning the Richard
 Williams came in - On October 26th Peor informed me of the
 occurrence, saying that Batcliff, who was in temporary charge
 of the schooner during Peor's illness, had jettisoned 24 ~~and~~
 coils (not bundles) of wire. I thereupon got his logbook
 and took an extract, but not being satisfied as to why the
 wire was not saved, I sent for Batcliff and questioned him
 about it. At my instance he added to the entry there and
 then the words "could not land it on the beach on account
 "of being about 3 miles off and starting to blow from W.N.W."
 I also asked him how he managed to get on the reef and though
 it as well to add in my certificate a few words embodying his
 explanation. In the meantime, I had induced Peor to agree to
 take out Mr Mathews rams, and next day he called again to ask
 me to write to Mr Mathews and try and compromise the loss of
 the wire, saying that for his share of the loss, he would take
 out the 10 rams free of charge. I had been in the Colony
 only four days, and did not know then that the wire had been
 insured by us - I sized up the value of 24 coils (so stated)
 at about £10 or £12, and as the West Falkland mail was on the
 point of leaving I scribbled a hurried note to Mr Mathews.
 Later on, when I knew that the wire had been insured by us, I
 wrote him again, saying that if it had to be a matter of
 general average he must send me the original invoice as this
 would have to go with other papers to the average adjusters.
 I send you copy of the whole correspondence, and you will see
 that it was not until January 6th that Mr Mathews wrote
 enclosing a copy of the invoice, the letter reaching me on
 January 17th. You have more than once told me that, in cases
 of claims on underwriters, it is useless to send only half
 the documents, and there was nothing to be gained by sending
 the Extract from the Logbook. As the schooner did not
 belong to us, I did not think it necessary to refer to the
 occurrence at all. Had I realised that the wire was insured

By us, I should not have thought of suggesting any compromise to Mr Mathews, and the only mistake that I can see I am guilty of is in imagining that Mr Mathews would agree to forego a single penny. You will notice that in his letter of November 5th he states that the value of the wire is £13. - this I knew must be exaggerated, and when one comes down to actual figures, the cost price works out at £11. 3. 2, and adding 25% for freight and ~~insurance~~ expenses (an inflated figure in my opinion), he cannot make it more than £14. 5. 3. I did not ask the Master to note a protest - three days had already elapsed, and it seemed to me that in a case like this involving a small loss, the fee for noting and extending (£2. 5. 0) was rather a waste of money, and that the underwriters would be content to accept my signature and certificate to the Extract from the Logbook. I enclose this, Mr Mathews' copy of invoice, statement of claim, and further certificate from myself to the effect that in my opinion the Richard Williams is worth £600, freight £25, and the value of cargo on board at the time £500. I cannot get Mr Mathews' signature to the statement of claim, but perhaps that of the Secretary of J. L. Waldron Ltd in London would suffice.

18. In continuation of paragraph 20 of my last despatch the Lovart got through all her work in fourteen days and left there with some 100 bales of Messrs Dean & Anson's wool, 60 from Mr Bertrand, and produce from Jason Islands, consisting of 54 bales wool, 5 bales Sheepskins and 40 hides. Mrs Hansen informed me that she requested Messrs Braun & Blanchard to pay the proceeds of this to you. I have explained to her that in view of her request for an advance to purchase a cutter, she should have instructed them to consign the produce to us.

19. The Consort has been doing excellent work, but has had a mishap. She discharged on the morning of Saturday, the 5th, got away that afternoon for North Arm, and on Sunday, the 6th, ran on the reef outside where she stuck fast until the 11th. There was no damage done.

30. With reference to my 301-12, Messrs Lahusen and Co. offer 2d. per lb. for wool all round, that is for everything, including camp wool and locks. Wool to be taken by their own vessel from the station not later than May, and draft on London @ 30 days sight given on shipment.

31. I am sending all the Goose Green and Stanley Butchery Sheepskins by this steamer.

32. The German Barque "Werra", Capt. Brunings, from Punta Arenas, Costa Rica, with wood, bound to Falmouth for orders, put in here on January 11th with Captain and Mate both sick and unable to proceed in the vessel. The Master telegraphed to his owners via Sandy Point on the 16th for another Master to be sent out.

33. I received the following telegram from Lloyd's:—
 "Don't keep down expenses but accept no responsibility.
 "Report by telegraph if ~~expenses~~ repairs likely reach £3000."
 By last mail I sent them particulars of the damage, and am now telegraphing to the effect that if all material is sent here, the cost of refitting will be £1500. This would not include towage, cash advances or anything for provisions,-- further, the Captain now says that the decks want caulking, but as this is not mentioned in the Report of Survey I have made no provision for that in the ~~expense~~ calculation. The Captain would like condemnation no doubt, and I have therefore named the lowest figure consistent with safety.

34. We intend if possible to raise the Great Britain's anchors during this autumn or winter, and I am therefore asking you to send out a messenger chain. In 1895 some of the crew of the "Spoke" bolted with a lifeboat, taking her messenger chain as ballast — we let the Captain have the Great Britain's and you sent us out a new one. This must have been used or sold, and I should be glad if you would replace it. Austin's original invoice is sent herewith.

35. Since last mail, three of the sealing schooners, the Alice Gertrude, E. B. Marvin, and Baden Powell, have put in here to ship their catches, which total up to just over 2000 skins.

26. I find that it is necessary to correct the opinion expressed in 801-2, namely that Mrs Hansen would have a better chance of getting a cutter from Sandy Point. In reply to my enquiries I was told that for a 12 ton cutter no less than £530 was asked, and for another 54 feet long drawing 5 feet empty and 3 feet loaded, to carry 20 tons, £10,000 or say £600 was asked. This boat too is 20 years old! Prices at Sandy Point are, I believe, rising in all directions. Mr Hansen has now written asking whether we will advance £650, the sum named by Messrs King & Company, and I enclose a letter from her to that firm. If you are willing to advance £600, she might as well have £650, but before any steps are taken towards purchasing a cutter, it would be well to await the development of an arrangement which I have been privately told is contemplated by the Governor. This is to lease the whole of the Sealing of the Islands to Captain Ryan, at present Master of the sealing schooner Alice Gertrude. I have heard nothing officially and would have waited for more authentic information but for the question of Mrs Hansen's cutter. I am told that the Governor has been in correspondence with Captain Ryan for about two years and has written for the approval of the C.O. to the scheme; he hopes to receive assent by telegram by this mail. Captain Ryan is to have the sole right to seal in every part of the Colony, paying a duty of 5/. a skin, and undertaking the protection of the rackeries by leaving men there at all times, the Government paying their wages. His idea is to have a schooner of his own for the work, and would accept any other jobs that came along-- he believes that he can get 5000 skins a year from here. I know nothing definite as yet (I am writing on January 27th). I have no copy of Mrs Hansen's lease, but was under the impression that this included sealing rights on the Jansons.

27. I have heard but little about the whalers; the "Vesterlide", their sailing vessel, entered at Fox Bay in December, and proceeded to New Island to meet Mr Lange with

his other vessels. I received a letter from Mr Christensen of Lumsfjord, near Sandefjord, stating that another whaling steamer the "Svip" and sailing vessel "Nor" left in October last for the South Shetlands for whaling. He asks me as Norwegian Consul to obtain permission for them to catch whales round the Falklands on the same terms as Mr Lange.

33. Mr Menendez sent a representative across to ascertain the possibility of getting enough breeding ewes to make it worth his while to send a steamer for six or eight loads. This gentleman, Mr Ferzenaar, visited the North Camp stations, obtained satisfactory assurances from Mr Greenshields, Mr Pitaluga, Mr Cameron and Mr Felton, and I expect to hear by the incoming mail that the steamer will be sent across about the beginning of next month. Mr Allan will no doubt have informed you that we decided to take advantage of the opportunity to get 60 to 100 mares across, and Norman Aitken went over by last mail to select these. I have suggested that the steamer should enter at Fox Bay, run across to Egg Harbour to land the animals, then take a load of ewes from Salvador. The ewes are for new stations on the Coast some 300 to 400 miles North of this latitude, and the idea is to run direct between this place and ports in the Falklands without returning to Sandy Point until the work is finished. The steamer will have to come here for coal occasionally.

34. The Norwegian Barque "Barden", Captain Olanssen, arrived here on the 31st instant with general cargo for C. Williams and other importers. She has been chartered by Spearing & Waldron, and will I presume go round to Port Howard. I have not yet been able to ascertain definitely if she is now discharging at the Government jetty.

35. The German schooner "Margaret" arrived from Sandy Point on 30th instant with a small cargo consisting chiefly of barrels for packing meat. She is in the service of Mr Brinckman of Hamburg to whom Peddemann consigned his sheep runners. Mr Brinckman has sent out a representative, named Dolisch, and by last mail a framed house arrived for him. He

proposes to acquire a piece of land to the Eastward of our slaughter house and pack runnery and salted mutton.

11. I think it advisable to report to you about the Oronsa. The steamer was reported by gun fire at 3.15 p.m. on January 15th, a day before her time, and she anchored just inside the Narrows a little before 9 p.m. I succeeded in getting Mr Born and the Customs Officer to go off in a sailing boat with me to receive the vessel; on my arrival on board I informed Captain Fletcher that we could not commence work that night but would make an early start in the morning. Captain Fletcher was very annoyed and showed an unnecessary amount of indignation — as he expressed his intention of making a "very strong report" to the P.S.N.C. I will mention the reasons I gave him that rendered the commencement of work both inconvenient (not to say impossible) and unnecessary.

(i) It would require quite two hours to raise steam in the tug, and it was almost impossible to get enough men together.

(ii) I should have had to obtain a permit from the Collector of Customs.

(iii) That he would have to remain in port for six hours

a daylight, which would expire at 10 a.m. the next day. Seeing that he had only 30 tons of cargo to discharge, there was plenty of time to get this out by 10 if we started early next morning, and I told the men to turn to at 5, so as to be alongside with lighters at 6. I explained that working at night was expensive and unsatisfactory, for only one half the work is got through at twice the usual cost, and the men are quite useless to me the next day. There is another point as to which I entirely agree with the Governor — the P.S.N.C. steamers are subsidised for carrying mails and passengers, and the Government owes these latter the duty of securing that they are not sent on board in the dead of night like a lot of cattle, more especially when one considers the outrageous fares between here and Sandy Point. In view of the

12.

about courtesy extended by Captain Fletcher I fear that Dr. Scott will not be willing to go off to any of the steamers again so late in the evening.

32. I enclose copy of my correspondence with the PSNC, Valparaiso, as to arrangements for shipping wool for the March sales. I had to gauge on January 2nd the probable number of bales that would be collected during the month; at that time it seemed likely that they would send a cargo steamer, and I felt that if we had more than 1200 we should be able to get a few away by the Oravia. The Oronsa, however, brought me on January 16th a letter from Wilson's communicating a cable from Valparaiso that the York Castle would not call as she would be too late for the Sales, and that the Oravia would take 1200 bales. By that date the wool was coming in faster than anticipated, and I sent a cable via Sanzy Point to Valparaiso asking for space for 1200 tons measurement. At the moment of writing we have 1200 bales on hand, and I expect both the Consort and the Gwendolin back with a load each before the steamer arrives.

33. Shearing was finished at Darwin Harbour on the 22nd, at Walker Creek on the 17th and at North Arm on the 24th; I will endeavour to make up returns from the information I have received from the Overseers - McCall writes me that the average weight of wool per sheep is just about the same as last year. There is not so much yolk in the fleeces owing to the very cold weather at the beginning of shearing. He thinks that the strong winds we have had have been the cause of more dingy wool. The numbers shorn are as follows:-

Darwin Harbour 54260

Walker Creek 45036

North Arm 69759

169155

34. Our stock of house coal is less than I thought when writing my 304-12, and I should be glad if you would charter a vessel as soon as possible to replenish this. I admit that

that I had not realised that the stock at Darwin Harbour is only sufficient to carry on until about April, and we have had fairly heavy orders for the Camp. Not having any steam coal we have had to let schooners have house coal, and in addition to this a certain amount has been used by the Engineer for use on the launch and the Great Britain. We have been using up as much as possible the coal ex Willscott, but this is all slack and they must have lumps to mix, especially for lighting up. As regards delivering direct round the West you will be able to ascertain what quantity would be taken by Messrs Holmsted & Blake, Sonner, Baillon & Stickney, Port Stephens (from Mr Carpenter), and as reported in ~~824~~⁸²⁴ 824-12, Packer Bros & Co would take say 120. Mr Bertrand took out a fair amount with him, but he may be glad to have more at a cheaper rate, and I will ascertain this from him. We could arrange to have from 100 to 150 tons landed at Darwin. Mr Allan will be able to tell you the amount he can conveniently store. We can do with quite 400 tons in Stanley, and possibly it would suit the vessel to land part here on arrival, deliver round the West, keeping say 100 to 200 tons on board for stiffening, and discharge that at Stanley afterwards.

35. You probably know that the Governor has been studying the question of peat compressing, and the matter was I think mentioned in the last Blue Book report. Information was sent up to Buenos Aires and two gentlemen, Mr T.B. Holway and Mr Barnard James have come down to investigate. They have been negotiating with the Governor for a concession, and I asked the latter for information, saying that I was sure the Company would be interested to hear anything. He wrote me in reply that as at present we are "only in the preliminary draft stage there is nothing which I could communicate, but I shall be glad to let you know when any definite arrangement is arrived at." I therefore asked Mr Holway if he would kindly give me some outline of what is proposed, and he informs me that he will endeavour to start a company with a capital of £100,000 for producing peat briquettes. The

15.

necessary plant for compressing on the most modern lines" would cost about £25,000, and would be capable of producing 70,000 to 100,000 tons of briquettes per annum. The latest method of dealing with the natural peat is to disintegrate it by passing an electric current through; by this method much more moisture is got rid of than by hydraulic compression, and it has the further advantage of destroying the fibre thus rendering combustion more thorough. Naturally, the cost of the plant is high, as it includes the cost of electrical apparatus. Mr Holway seems confident of producing briquettes at 10/- per ton, and thinks at this price he could compete against coal. His difficulty would be transport, for if briquettes are exported to Buenos Aires he has a freight only one way. If he can compete successfully against coal, he thinks steamers might take it on the spot, the Germans even calling in specially to take fuel for their own consumption. He tells me that the Governor has fixed royalty at 4½d per ton weight of briquettes exported.

26. I have now had a fresh plan of the Lafonia's deck forward made out, and without wishing to question in any way your decision to send out an old pattern windlass for her, I ought to explain the whole matter as fully as possible. The object of course is to provide her with a suitable efficient windlass at the lowest expense. This would be small if the schooner had been designed originally for that style of windlass, but this not being the case, the cost of fitting one now will be very high. Her bows are very sharp and you will see from the plan that the distance between the centre of the main pipes is less than 2 feet— the new windlass would have to be placed a fair distance aft, and new bollards must be put in the deck in order to get the necessary spread of chain. With an old pattern windlass we must fit the paul bitt right through the deck to the keelson; now, under the deck where the present capstan is placed there is an iron plate, 5'.5" by 6'.5", fitted between iron tie plates. A hole must be cut in this plate for the paul bitt to pass through, that is

a log 8" square (about 16 feet long); it will pass through the forecastle table, is fastened to the keelson and is further well secured with short pieces thwart ships. If you send out only the barrel of the windlass, crosshead, paul fittings and levers, we must make the sides and paul bitt here -- this will cut into a considerable quantity of hard wood as we must have two good strong standard knees. The deck must be cut to let in a hardwood sole piece to fasten these knees to, and on the whole I feel sure that the cost of labour and material for an old pattern windlass would exceed the cost of a patent one, which would be fitted at very little expense. All that would be required for this would be a hardwood bedplate, and the labour merely bolting down. I do not wish you to think that I am inventing obstacles, and hope that you will be able to consult some designers at home. I feel that the cost of fitting an old windlass will be considerable and very little economy in the long run. If the total cost of a patent windlass were £10 or £15 more (which I doubt) the extra money would be well spent on account of the saving of time in working.

37. We are sending you the accounts current to December 31st 1906 of Port Stephens, Pebble Island, J. I. Waldron Ltd. Mrs C. R. Williams, Mrs J. Bonner's Estate, and South American Missionary Society. Messrs Holmsted & Blake's account is sent under cover to the Secretary.

33. I have read very carefully all you say on the subject of the coasting work, and realise fully that the collection of our wool must take precedence of everything. Since last mail, I have not had any opportunity of talking over the question of the West Falkland mail with the Governor, but will do so when possible. It seems to me that in spite of what you say as to the mails following trade, we can hardly now view the question of the West Falkland mail per se. Up to three years ago this was run by an independent schooner in the Colony, which managed to just exist by running the mails and passengers, freights on small packages, odd jobs and

unconsidered trifles; by our system of charging the same rate on produce whether taken by our schooner from clients ports or not, we precluded the mail schooner from obtaining much in the way of wool freight. The independent schooners were generally not insured, not being able to earn enough to pay the premium, and one by one have been wrecked. Since Pallini died no one has come forward with an independent vessel - in fact any man who can run a vessel and is worth his salt goes to Sandy Point, where he can earn nearly double what he does here. The result is that we have run the mail, and if we do not continue, who is to do it? The Government are hardly likely to repeat the experiment of a Madassah, and have therefore cast round to find others. As you are aware, Governor Grey-Wilson endeavoured to induce Braun & Blanchard to take it up, and since then Mr Allardyce offered Mr Lange £600 a year to run it with his small whaling steamers. If we do not carry the mails, the Governor will be compelled to get it done somehow, and as there is no independent schooner here he will probably recommend the C.O. to authorise payment of a heavy subsidy and have it run by steam. I think myself that Braun & Blanchard would try it for the £1000 a year offered by Grey Wilson, provided they were not hampered by the restrictions he wished to impose; this would mean taxation to provide the amount, and I always think that even if not taxed directly, our contribution is roughly one fifth. We have competition crowding upon us - Braun & Blanchard have just sent the Lovart to every port in the Island with not only wool, but other general stores, and have taken all the wool they could get. Had the clients had previous notice of this there is not the slightest doubt that more would have been shipped; as it is Mr Bertrand sent 60 bales and I was told, but with what truth I am unable to say, that the Lovart was to have returned to Mill Cove for wool if the Captain found he had time. It must be remembered that clients are now with but few exceptions in credit, and are perfectly free to make their own arrangements - had we not let Mr

Bertrand have the Lafonia within a week of his arrival to take him, his family and stores round to Roy Cove he thought of getting a vessel from Sandy Point, as Mrs Bertrand had been in Stanley a month then. Again, Messrs Lahusen & Co are offering to purchase wool on the spot, and take it away themselves, so that on the whole it seems to me that we should hang on to all the business that we can get. The schooners are as you say sent out primarily to collect our own wool quickly, and then attend to other people's wants; Yes, but the other people are now in a position to say "we don't intend to be left behind, we want our wool home quickly and object to awaiting your pleasure; if you cannot ship it home early we will get someone else to do it although it may cost a little more." With wool at such high prices all are now so prosperous that the small reduction in freight for which we fought so hard is not the consideration that it was. I think therefore that the present would be the very worst time we could choose for dropping the West Mail service for we should be simply inviting outsiders to step in and might find ourselves with three schooners running at great expense with only say three or four months work in the year. We can lay them up it is true, but labour is scarce in the Summer months, and the cost of obtaining crews from Monte Video is very heavy. Then, if we do not employ the Masters all the year round, we cannot pick them up just when wanted. You say the Directors leave the matter in my hands; to the best of my judgment it is not politic now to suddenly drop the mail service. I have no written agreement with the Government, but have given a verbal undertaking to give a certain amount of notice before abandoning it - I consider we are as much bound as by a written contract, and therefore sent the mail out by the Consort with stores for Fox Bay, telling the Master to proceed from there to North Arm, land the mail to come overland, and bring in a load of wool. The messenger has arrived this morning with the mail just as I am closing this despatch, and there is every hope that the

Consort will succeed in catching the Oravia with a load. We shall not have lost any wool by her having done this. Schooners will have to call quite three times, perhaps four, at Fox Bay to lift wool during the year, and there are other parts in the Sound from which produce can be collected in conjunction with the mail service, and I think we shall have no difficulty in continuing it. Our business is inextricably mixed up, that is collecting wool and selling stores, and I am sure that by making an effort to run the mail to the West we are doing a good deal towards keeping it together.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

ENCLOSURES. (Originals per R.M.S. OROPESA, January 2nd)

Despatches Nos 304 and 305

Copy of Stanley Cash Book and Journal for November
Store Indents, Nos 373

Remarks on Stores and Replies to Remarks.

Second of Exchange No 2479 on Thos. Law & Co. £162:14:11

Barque "Pifeshire" supplementary Accounts

Coasting Insurances for December

Copy of letter from Col. Secretary, re Telephone

Copy of letter from G. Osborne, re Lafonia's windlass

Copy of S.S. Lavart's Manifest

Mr Allan's Report, December 28th

Remarks on Accounts, and Replies to Remarks.

Statement on Accounts.

Specification and B/L of shipment per OROPESA

ORIGINALS.

Store Indents, Nos 374

Indent for Messenger chain

Mr Pecke's Indent - Hayward Tyler & Co.

Remarks on Stores, and Replies to Remarks

First of Exchange No 2488 on L. Bureau et Fils, £687:17:3

do. No 2490 on S.A. Missionary Society, £132:13:2

Ship Leon Bureau Accounts.

Copy of Final Survey Report, Ship Leon Bureau

Insurance on Produce, Return No 71

Coasting Insurances for January

Camp Wages Return to December 31st

Copy of Lighthouse Accounts

Particulars of claim re Port Howard Wire.

Copy of correspondence re Port Howard Wire

Particulars of claim re three boxes of tobacco dropped overboard.

Commodore Paget's letter re "Garland", 6 February 1906

Copy of correspondence re shipment of Produce

Copy of statement of rebate of freights, 1906

Letter from Mrs Hansen to Messrs King & Co. Dec. 18th

(continued)

ENCLOSURES-----CONTINUED

Shipping Report

Remarks on Accounts

Statement on Accounts

Copies of Account Current for following:-

J.L. Waldron, Limited

Port Stephens

Pebble Island

Mrs C.H. Williams

S.A. Missionary Society, (2)

Mrs Bonner's Estate

Specifications:-

	Wool	Skins	Tallow	Seal Oil
D.A.	361-617			
W.C.	161-498	1		
N.A.	201-733			
P.S		17		
H & B	200	5		
W E D	24			
S	160			
H W			16	8
R B C		2	11	

P.M.S. ORAVIA

January 31st.

07.

307

Sir,

The ORAVIA arrived early this morning, with 1200 tons space, and we hope that she will be able to load all the produce we have on hand.

2. I received your telegram *Polite Mangner* Mackay Fox Bay "Schistia Sheep Stickney Caja Zeiro Wuerva Detrmensh Fahrlos". This is badly mutilated, but is all intelligible except the first word, which I take to be intended for some word beginning with "Ro", possibly "Rolinho", to inform us of the tonnage of cargo shipped on the Orisaa.

3. I have by this mail received a telegram, dated London, December 31st, "Dora Metrique Ship Clarkson", via Punta Arenas, and also a duplicate via Madeira, through the River Plate Telegraph Co. Ltd. I cannot find the word "Metrigue" in either of our codes, and cannot therefore understand the message. I imagine that the senders must be Messrs H. Clarkson & Co, 112 Fenchurch Street, and have therefore written to them about it. I have thought it better, in cabling to Lloyds, to say that the cost of repairs, if materials are sent out, will be £1300; not £1200, as mentioned in 306-23.

4. The P.S.N. Co. Valparaiso have written asking us to arrange for shipment of 100 live sheep to Valparaiso by each outward bound steamer. Our usual price has been 12/6, and I propose to continue to charge at that rate, unless you instruct me to the contrary.

5. Mr Rennah has written me that 8 bales of wool, marked S.O.W. which were lying at Weddell Island were shipped by Mr.

P.M. COCKE Esq.

London.

Enclosure attached

W. Seecombe Williams on the "Lovart", and that he (Mr Hennah) does not know to whom this produce is consigned. It is the property of Messrs Dean & Co, and if consigned to you, he asks that the proceeds may be paid to Mr W. Carpenter.

6. I have received a letter from Mr Menendez to the effect that he will send his steamer for live sheep about the middle of February. Aitken went across by last mail to select wares and these will be shipped across to Stanley by the first trip of the steamer.

7. I am glad to say that the Consort arrived from North Arm last night, with 120 bales of wool, as anticipated. You will see, therefore, that the fact of her having brought the West Falkland mail has not resulted in any loss of wool. Provided that the steamer takes all the produce we have on hand you will have 1230 bales of wool home in time for the March sales, which I trust will be considered satisfactory. I have made out a shearing return for North Arm and Walker Creek, but have not been able to send that from Darwin as I have not yet received details from Stirling.

8. I am cabling you as follows:-ORAVIA REITERANN PRODICE.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Supplementary Store Indent. No 374

Mr Facke's Order to Messrs Boulton & Paul.

Shearing Report

Statement upon Accounts

Specification:-

 No. 12 Bales of Sheepskins

Specification & Bills of Lading of shipment per Oravia.

Copy of P.S.M.C. account

Plan of Lafonia's Pure Pack.

ONHANA.

February 25th

07.

306.

Sir,

I enclose the accounts for the year 1906 showing a profit of £61260. 6. 5, an increase of £22869.12.11 over 1905.

2. FARM ACCOUNT, £55106.12. 2, an increase of £21235. 1. wool, sheepskins, tallow and hides having realised £19591.6. more than last year, namely:-

	1905.	1906
Wool	39758	23390
Sheepskins	4303	6375
Tallow	5734	3235
Hides and Sundries	333	135
	<u>48118</u>	<u>67805</u>

The remaining £1950 is made up by other increased receipts and decreased expenditure, the principal items of the former being £787 for sale of livestock, and £448 for wages of men employed on account of clients (boiling down at Goose Green). The decreased expenditure is mainly under the head of livestock - in 1906 we purchased only one horse, £12, as against £1218 for horses and sheep in the previous year. Wages are practically the same. Travelling expenses are £500 more, as we have had unusually heavy calls this year - passages necessitated by change of Doctor, retirement of Armstrong and family, and the importation of two schoolmasters and

F. J. COBB Esq.,

Managing Director,

London.

2.

several shepherds. Schooner freight is £200 more - other items much about the same.

3. STORE ACCOUNT, £6363.19. 6, shows I am glad to say an increase of £480.12.11. This profit is some £200 lower than the average of 1903/4/5, and I may repeat here the remarks made last year. I pointed out then that we had cut down our prices considerably in many instances, we have discontinued charging to "Consumption" account certain articles consumed in the Store, such as shop paper and sundries, and we do not charge out fencing material at the high rates of former years. Now we have to face the fact that most clients have large credit balances, and either import their own supplies, or purchase through us on commission, which naturally gives us but a bare profit. The sales of 1906 show an increase of £4473 as against the previous year, and deliveries a decrease of £425. I may add that the stock returns have been scrutinised carefully and some items written down; for instance we have still on hand some logs taken over from Messrs Dean at the amalgamation, which are really of but little value, and in the course of a year or two these will disappear out of the returns. On the whole I think the account will be regarded as satisfactory.

4. COMPANY'S SHIPPING, £809.11. 5, a small decrease of £36. 1. 7. This profit has been well maintained; we have had ships for repair during the year, and one item might be specially mentioned, namely, £300 for the sale of an anchor and chain to the "Gustav and Oscar". I have again to remark that owing to shipwork we have not been able to repair our hulks and lighters, and may therefore anticipate expense during the year on that account.

5. SAMSON - a profit of £130.14. 4, as against a heavy loss last year. Nothing has been credited to her for the two salvage cases, and you will probably consider it very satisfactory that she shows a profit without this. The

3.

expenses of running the tug during 1906 have been exceptionally heavy on account of the overtime at the Lighthouse and also on the salvage work, all the expenses of which have been paid without ^{no} ~~the~~ corresponding receipts; unless of course the Directors prefer to credit the account with the estimated value of these services.

6. SCHOONERS. The Fortuna and Lafonia together show a profit of £329. 0. 8, a decrease of £380. 4. 7. It is practically impossible to make any comparison with previous years working as the Fortuna was lost in May, the Lafonia was stranded at Bleaker Island for three weeks and lost a further spell in repairing after a hammering off Cape Meredith, and the Consort chartered in June at a rate which allows scarcely any margin for profit. I have thought that this account might just as well be carried forward until her services are dispensed with. We have to write off £433. 7. 8 on account of the Gwendolin, which arrived too late to earn anything, and the working account has had to bear the cost of crew's wages on the voyage out, passages home, and a certain amount of carpenters work. She had sustained damage to the channel plates on the voyage, the rudder required attention and we had to shift the davits for carrying longer boats for the rafting of wool.

7. INTEREST & COMMISSION, £970. 6. 7, an increase of £340. 9. 4. During the year we have naturally received less on account of interest on clients accounts, but have received a considerable amount in commission on ships accounts.

8. MAIL AGENCY, £541. 7. 2, shows a small increase of £14. 4. 9.

9. ON THE DEBIT SIDE.

BUILDINGS. The total expenditure under this head is £1273. 4. 0 only as against £1937. 1. 6 last year. Only one item has been capitalised, £296. 6. 8, for work on the

4.

North Arm Cockhouse. Profit and Loss bears only £976.17.4 as against £1132. 3. 4 last year.

10. CONSUMPTION, £321.11. 0, decrease £22.12. 8.

GENERAL CHARGES, £217.19. 2, increase £136. 9. 7.

The increase is made up by the grant of £100 to the Church, the cost of a new typewriter for the office, and stationery hitherto charged to Consumption.

11. STANLEY WAGES, £5039. 2.11. This account shows an increase of £587. 8.11 as compared with 1905, in which year the amount was exceptionally low.

12. I have appended a few remarks on some items in the Balance Sheet on a separate return.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Balance Sheet

Remarks on Balance Sheet

Profit and Loss Account

London Office Cash 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 on hand

Balances due to and from Camp men

List of Consumption Stores on hand

List of Building Materials on hand

List of Fencing Materials on hand

Statement of freights earned but not credited

Copy of Stanley Cash Book for December

Cash Vouchers, East and West Stores

Copy of Stanley Journal for December

List of Store Debtors, with Remarks

List of Butchery Debtors

Particulars of Addition to Furniture

Particulars of Additions to Plant

Abstract of Farm Account

Auditor's certificate

Interest payable on Darwin telephone

ORIANA.

25th February

07.

309

Sir,

I wrote last per ORAVIA, which left on the 1st inst, and received on the 13th inst, per ORISSA, your despatches Nos. 1022/3, and Mr Egles' letter of January 19th (re telephone).

2. Par. 5. It is satisfactory that Mr Matthews of Trinity House has agreed to pay the extra 10/- per ton for landing the material at Cape Pembroke. I assume that you have made the claim direct, but think it as well to send you the details of the amount due.

3. Par. 7. The Flora is, of course, entirely under Mr Allan's control, and I had not heard anything about Spanner having got her ashore at Lively Island. I will ask Mr George Cobb about this, but you will have been able to obtain particulars from Mr Allan personally. He has at times sent the cutter as far as North Arm. Before leaving he gave me the name of a man who would be suitable in case it is desirable to dismiss Spanner.

4. Par. 9. Out of the original crew of the Gwendolin one was discharged at St Vincent, and replaced there by a coloured man, who was provided with a passage from here to the River Plate; two others remained here, and the rest were provided with passages to Liverpool.

5. Par. 10. You will be able to discuss with Mr Allan the question of fencing along the Wickham Heights. Robson rents his land from the Government, namely the section 35 that we

gave up on the expiration of the lease about 1895; the house

F.H. Cobb Esq.

Managing Director.

London.

(formerly occupied by Peter Maclean) he rents from us.

4. Mar. 12. I have enquired of Messrs Stubenrauch if cables could for the future be sent by the Eastern route; your last telegram to us via Sandy Point was very badly mutilated.

7. Mar. 14. We are glad to have the hay, as people have had to obtain some from the Government. I beg, however, that you will again bring to the notice of the P.S.W.C. the disparity in the freight charged on this article to the Government and ourselves. The rate to the former is 50/- and 10% weight, per ton, by mail steamer and 27/6 per ton measurement to ourselves, that is to say, they bring out the Governor's hay (practically identical with our own) @ 3/- per bale by mail steamer, and charge us 8/9 per bale by cargo boat. A bale cost us 6/- and $8/9 = 14/9$, or say 15/6 landed we could not sell at less than 17/-, whereas the Governor has been letting people have it at 10/-, first making them sign a declaration that they cannot get any elsewhere. The Governor will not make a practice of selling hay now that we have a stock, but seeing that we have been without any for over a year he has hardly been able to resist appeals from local carters who must feed their horses. After getting it from him at 10/- per bale our price must appear outrageous. If the P.S.W.C. will give us the same rate of freight please send us another 200 bales. Perhaps you might say that it comes to the same thing in the long run as far as they are concerned, for if we cannot afford to import and sell ourselves the Governor will for the benefit of the community, and they would get only their 50/- and 10% (weight) in any case.

8. Mar. 18. I note the exact terms of the Board's contribution to the Sustentation Fund.

9. Mar. 24. As a matter of principle it is very satisfactory that the G.C. has given way on the question of

Priority in sending messages by telephone to Darwin; the Governor, so far, has not alluded to the correspondence. I do not understand why the drafting of the agreement should devolve upon you, - we did not seek the dual ownership, and I personally regret that the Government have anything to do with it. Seeing that Mr Allardyce practically insisted upon the Government having a share of it he ought to undertake all the work of drawing up the agreement.

10. Par. 26. I note the decision of the Board as to gratuities to Captains in future; we are in too close proximity to South American Republics, which do not boast of a high standard of commercial morality.

11. Para. 27 & 28. The "Malvina" seems to have been a chapter of accidents all through, and I trust that the whole of her misfortunes will have occurred at the other end. I did hope that she would have been here a month ago to enable me to get clients' wool forward in addition to our own. I had 1220 of our bales ready for the Gravia, and it was most mortifying that she had to shut out any, - however you had 1185 out of about 1250, and I hope to get all the remainder away for the May sales. You will have seen from the specification that the Gravia left behind some 240 packages; I sent you a copy of the correspondence with the Valparaiso Manager, who in his letter of January 22nd stated "I decided to reserve space in the Gravia, which vessel will load up to 1200 tons measurement at Stanley, regarding which the Commander has my special instructions." The total tonnage of the shipment cannot possibly be more than 1000 tons (we make it out at about 960), so that if 1200 tons of space had really been reserved she ought easily to have loaded all that we had. Up to within two hours of her departure the officers asserted that they could take everything. As a

matter of interest I should be glad if you would let me know the exact total tonnage of the shipment.

13. Par. 28. Possibly it would have been better if, in reporting the arrival of the "Dora", I had not used the word "Federal", meaning "Arrange a credit with the owners". From the first it was quite evident that the Captain would do absolutely nothing until he had received definite instructions from the owners, and they in their turn naturally were not able to come to any decision until they had received from the Captain a full statement of the damage. From my reports you will see that she arrived on December 12th with very heavy damages, so severe that repairs could not be done here unless new material was sent, as in the case of the "Thirlmere". All this was explained to the Master, and he decided to proceed to Sandy Point to place himself in telegraphic communication with his owners, a step as to which I expressed concurrence. He returned, as I have reported, without any definite news from his owners, and whilst the mail was in the port I went as fully as possible into the matter, estimated the expense of refitting the vessel if new material were sent out, and wrote you accordingly. At that time we were also negotiating with the Leon Bureau, and I assure you that to have to discuss two questions like this in addition to attending to the steamer herself in the short time of her stay in port is almost impossible. After having given the Captain an estimate of the cost of refitting he came to say this figure ought to cover the cost of caulking the decks, that the rudder had received a knock from the spars when cut away at the time of the accident, also that one of the plates in the ship's side had been bent in, etc. etc. piling it on, of course with a view to arriving at a figure that would mean condemning the vessel. I informed him that the estimate was based on the Report of

Survey; then he wanted that report altered to include these further alleged damages, first appealing to me as Manager of the Company and then as Italian Consul. Then I received a telegram from Lloyds, as reported to you, asking if the expenses were likely to reach £3000. Not knowing what would be the cost of new masts etc at home I could only reply that "if material sent, the cost of repairs estimated at £1300". By the last outward mail the Captain received a telegram from his owners saying that they must have an estimate of the damages, and ever since the Captain has tried his hardest to get us to name a figure, and has been a perfect nuisance. I quite realise that the owners are in a difficult position, but at the same time we can only say at this end what will be the cost of repairing the ship if and when the material is sent here. I have explained time after time to the Captain that the owners can ascertain the cost of procuring and sending this out, and they have merely to add £1300 to that. He replies that that would not be "official", and they want an official statement; all this means of course that what they really want is for me to name a high figure, on the strength of which they would be able to condemn the ship, and this I have consistently declined to give. Now he has again shifted his ground, and says they might repair her sufficiently to enable her to proceed to Monte Video. I have gone into figures with Biggs, and we estimate that we could do the necessary for £1750, as follows:-

Fitting lowermast of "J.P. Smith"	£100
Making wooden topmast	90
Three yards from "Glengowan"	150
Two hireboats	110
Rigging (labour & material)	300
bulk hire & labour discharging	
and reloading cargo	200
Forward	£ 950

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Forward	\$ 850
Boats, Blocks, chains etc and	
other material	400
Labour, - Carpenters & Blacksmiths	400
	<u>\$ 1750</u>

Captain Casare said that he had enough sails, and would not require any new ones.

to this would have to be added towage, cash disbursements, and probably provisions, so that a credit of \$2500 would be required. I do not for a moment suppose that they would incur this heavy expense on work that would be only temporary and it would be far cheaper in the long run to send out the material. The Captain of the "Wenona" gave me some figures as to the cost of new yards at home, and if these are correct I should think that the vessel could be repaired for \$3000. A great deal depends on the freight that the P. & O. would charge, if they ask anything like the amount paid for the Thirionere it would settle the question altogether, for in that case their freight was over \$900! Surely it would pay them better to say \$400; if the vessel were condemned they would not earn the freight at all. I enclose copy of a letter written to Captain Casare.

13. 1025-2. We shall be glad to have, later on, the letter of instructions from Mr Ince for guidance in future cases of salvage. I now enclose supplementary statements from Captain Thomas giving names of crew of Samson in both cases Hynford and Leon Bureau, and other details. There is but little more to be said on the subject of the Hynford, - the Samson, as previously described, went alongside and the steamer's own hawser was used. The weather was really fine and nothing more can be made out of that. In the supplementary statement about the Leon Bureau Captain Thomas has explained exactly how the line was passed, made the most of the

weather and the circumstances of slipping and recovering the anchor. He was superintending the work himself all the time. In the previous statement a mistake was made under date October 30th. The new 4 inch line carried away belonged to the ship, not the Samson, - the last line should read, therefore, "carried away her (not our) new 4 inch line".

14. Par. 3. I will in accordance with your advice write to Alameda as to the position of the Receiver of Wrecks, first endeavouring to trace the correspondence which you think passed some years ago. Certainly it is very unsatisfactory at present, and the question should be cleared up at once without having to thresh it out when a wreck occurs.

15. Par. 6. I am sorry that the Swentolin's charts were not returned to you, and we will take some opportunity of sending them back.

16. Par. 6. I have received a letter from Mr W. S. Williams promising to make up stock returns at the end of the season.

17. Mr A. F. Felton writes with reference to his account: - "I was well aware of the debit balance which you mention, but had hoped that last year's tallow and sheepskins would have been sold and credited before the balance was struck. I anticipate that I shall have about 8 tons tallow (7 wool) and about 3 bales sheepskins this present season, so I do not think there is any occasion to be anxious". His debit at the end of last year was \$526, and this will be reduced by the value of the tallow and sheepskins sent home last December.

18. On February 5th, when leaving for North Arm with a strong N.W. breeze the "Consort" missed stays in the Narrows and drifted ashore just outside Engineer point. The Samson was under steam, and I sent her down in the afternoon; the

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the ship was falling and the vessel was not in any danger. The Master ran out a kedge and did not require the Samson's services. Next morning, however, as the tug was on her way to the Lighthouse and the Consort was floating off she gave her a pull through the Narrows. It was not a case of making any charge as the Master said he did not require the tug, still I wanted her to get away and bring in wool, and therefore I told Captain Thomas that he could give her a pull.

19. With reference to my 500-34 as to delivering house coal direct to Aliante I have just received an order for 22 tons from Mr Bertrand. This is not in reply to any enquiry as to how much he would take direct from a sailing vessel, but it is for his ordinary consumption this winter. We may assume, therefore, that he would take quite 60 tons if he succeeded in chartering a vessel to deliver round the islands.

20. The Colonial Secretary, in a letter dated February 1901 wrote as follows:- "I am directed by H.E. the Governor to enquire whether, in view of the fact that the auxiliary schooner Alvin which has been acquired by your Company, is expected to arrive shortly, and that you possess two other schooners, Gwendolin and Lafonia, your Company would be willing to enter into an agreement with the Government for the carriage of mails and passengers between Stanley and the West Falklands". I have not really had any time to answer the letter yet, in view of your remarks in 1031-34 I should feel quite safe in replying at once in the negative, but before declining definitely I should prefer to know from them what the terms of the contract would be. Hitherto we have, as you know, carried the mails without any written agreement, and although we have at times failed to catch the homeward steamer, the Government have made no deduction from the subsidy. Now, however, they ask if we will contract to carry mails and passengers, and no doubt failure to catch

the homeward steamer would be heavily penalised. I do not for one moment propose to enter into such a contract, but would like to know what the provisions would be; for the next six months we shall be able to carry the mails without any difficulty, and the subsidy and passage money will be worth having. I take the opportunity of letting you know that we have again managed to run the mail without any loss of time to the schooners. I had to send a vessel to Moffat Harbour with a new house, to be erected at once; the West Falkland mail was therefore sent by the Gwendolin, which left for Fox Bay on Saturday, February 16th. She arrived next day, discharged cargo for both sides, and landed the return mail at Moffat Bay on the 20th. The mail was taken across to North Arm, and brought in from there by the Consort (with a load of wool), arriving in Stanley on the 22nd. The Gwendolin went from Moffat Harbour to Bonner's for a load of wool.

21. I enclose a copy of a circular letter from the Royal Insurance Company on the subject of the acceptance of fire risks by Marine Underwriters. I do not think that we are in any way effected, as we took out a policy with them to cover goods stored in our hulks.

22. The Duendes arrived on the 15th inst, and made a long stay in the port. The steam coal for us was stowed in a separate place, and was awkward to get at; the weather was too bad to put the Garland alongside on the day of arrival, but we got her there the next morning, and I managed to get permission to discharge coal on the Sunday. However it took them until the 21st to get all the coal out, and the Duendes left that afternoon. All the other cargo was discharged into lighters, - we were able to land that from one lighter whilst the steamer was here, send her back for another load, and thus save putting general cargo into a hulk, which would

have entailed a second handling.

23. Mr Mathews informs me that Messrs Spearing & Waldron have recovered insurance on the wire lost ex Richard Williams, adding "I take it although I was not aware of the fact, that Messrs Spearing & Waldron must have insured this ~~produce~~ wire right through, including per schooner" I see that they claimed for $1\frac{1}{2}$ tons wire, although the quantity actually lost was only $1\frac{1}{5}$ tons. Mr Mathews now informs me that it came out by the Oropesa, not by sailing vessel.

24. Captain Rabien, the new Master of the German Barque "Werra" arrived here by the Orissa, - as the Duendes was expected daily I advised Captain Brunings to go to Sandy Point by her rather than by the mail boat, so as to give more time for the new Master to take over the vessel. The "Werra" left on the 19th and I enclose separate accounts signed by the two Captains, together with drafts on the owners amounting to £197:19:0 and £67:11:4 respectively.

25. The sealing schooners Baden Powell, Alice Gertrude, and E.B. Marvin have left the port after shipping their catches. I enclose copies of their accounts, together with drafts on Lampson for £88:9:10, £303:9:0 and £124:18:6. The schooner Agnes G. Donahoe arrived on the 2nd inst with 1382 skins, which will be shipped by the Oriana. The Master of the schooner has received a letter from Monte Video informing him that sealskins can now be shipped from that port without any hindrance, and that the schooners receive every encouragement from the Government authorities there.

26. In our Deposit account we have an item of £5:10:0 for proceeds of sale of Mr John Dean's bale of wool damaged by fire on the Great Britain in 1905, which formed the subject of correspondence during that year. In 275-91 explained that it had been sold by private treaty, and sent a certificate as Lloyds Agent to that effect. Replying in

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1000-10 you said that Mr Dean had always insured, and we have heard nothing further. If Mr Dean succeeded in recovering his insurance this £5:10:0 belongs to the Underwriters, but if he was unable to recover the amount should be credited to him.

27. We have been very seriously inconvenienced for a long time past by the want of currency in the Islands. The note issue now amounts to £6600, and on my representations the Government imported £1000 in silver last January; this seems to have almost entirely disappeared, and I urged that a further £1000 should be imported. The Governor undertook to telegraph for it if we would give them a draft for the amount by this mail, the arrangement being that the silver is handed to us upon arrival.

I am,

Sir,

Your obedient servant,

ENCLOSURES

Duplicates (originals per "Drovia" 1st Feby. 1907)
 Despatch Nos 206 and 207.
 Store Indents No. 274.
 Indent for Messenger Chain.
 Remarks on Stores and Supplies.
 Ind. of Exchange No. 2483 on Leon Bureau Wills. 3647:17:3.
 Ind. of Exchange No. 2490 on South American Missionary Society
 CIF2:13:8.
 Ship "Leon Bureau" Accounts.
 Insurance on Produce Returns No. 71.
 Coasting Insurances for January.
 Remarks on Accounts.
 Statement on Accounts.
 Particulars of Claim re 5 boxes of Tobacco.
 Particulars of Claim re Port Howard Wire.
 Specification & Bills of Lading per "Drovia".

ORIGINALS

Store Indents No. 275.
 Mr PACKER'S Indent for ~~XXX~~ Sundries.
 Remarks on Stores & Supplies.
 Ind. of Exchange No. 2491 on C.M. Lampson & Co. for 233:9:10.
 Ind. of Exchange No. 2492 on C.M. Lampson & Co. for 2300:9:0.
 Ind. of Exchange No. 2493 on C. M. Lampson & Co. for 2124:13:5.
 Ind. of Exchange No. 2495 on D.H. Watjen & Co. for 2197:13:0.
 Ind. of Exchange No. 2496 on D.H. Watjen & Co. for 267:11:4.
 Mrs. DEAN'S cheque on London Joint Stock Bank Ltd. for 212:7:4.
 Schooner "Alice Gertrude" Accounts.
 Schooner "E. B. Marvin" Accounts.
 Schooner "Baden Powell" Accounts.
 Barque "Werra" Accounts (First).
 Barque "Werra" Accounts (Second).
 Trinity House: Account for Extra Charge for Landing Materials.
 Darwin Harbour : Shearing Return.

Marine Insurances for February

Shipping Report

Copies of accounts current for H. A. Cobb Esq., Mr David Smith
and Mr S. Browning.

S.S. "Hyndford", supplementary statement and copy.

Ship "Leon Street". " " " "

Copy of letter from Royal Insurance Co re Fire Risks by
Marine Underwriters.

Copy of letter to PSNO, Liverpool

Copy of letter from Italian Consul re "Dora".

Replies to Remarks on Accounts

Statement on Accounts

Receipts form, A. McLeod, returned.

Specification	Ydls.	Skins.
V.C.	4	
H & S	131	
S.	62	
Triangle P.H.	129	4
Triangle P.H.	72	
J.L.D.	42	

W.M.H. DEANE

February 28th

07

RIO

Sir,

The Oriana arrived at 8.30 this morning, and I have received your cable "Monsieur Ciparisco Repairs Dora Listarone Expanding Year (2 including gear)".

2. I enclose a copy of a letter received from the P.S.N.C Valparaiso from which you will see that they will send the Potasi about the middle of March for 1500 bales. I had called to Valparaiso by the Guendes informing them that we should have 1800 bales by the middle of March. We have now 1250 bales here and ought to get quite a further 600 by the arrival of the cargo boat: I have therefore asked Captain Kite to load as many as he can up to 4 p.m. today, which will enable him to reach Monto Video before dark on the end of March.

3. The Camp work is going on well, and as soon as this mail has left I propose to go round. I want to visit the wreck of the Cassard, and will therefore go out in the Samson to Sleaker Island, afterwards landing at Moffit Bay, go to North Arm and Darwin, and back to Stanley overland. There was some mistake in the number of telephone poles wanted, and as 24 more are required at Bluff Cove we will land these on the way out. Then, again, McCall would like the Adventure Sound fetching landed as soon as possible, and we can take some of this in the Samson's coal bunker.

Mr Allan was anxious for the camp carpenters to get on as

F.H. Cobb Esq.

Managing Director.

London.

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quickly as possible during the fine weather, and I therefore sent out an extra man, with material, to M. W. Lane to repair the house there. This is now finished, and all three carpenters are engaged in putting up the new house at Moffat Harbour (situated in Stanley) landed by the Steamship as required.

As regards runners Mr Allan had made a provisional arrangement to sell these, but there was the question of housing the men who clean the runners, and cooking for them. The men objected to having them in the messhouse, but I have now agreed to sell the runners at 7/6 per 100 to Whitlock. He provides his own barrels and will only require water for a preliminary cleaning. Brinkman, of Hamburg, has sent out a small schooner, the Margaret, to run this business and collect runners, and this vessel will be at Goose Green whilst the killing is on. The cleaners will just run the gut through at the end of the shed, put them in their own barrels and take them straight on board the schooner, so that they will not be in the way at all.

I hope to be able to get out the usual farm returns later, and send on to you.

4. The telephone men are working without further interruption, but the line is broken in several places on account of the gales. Sometime since the Governor mentioned that in Australia they were at first much troubled by birds breaking the wires, but they found after a couple of years it was better, presumably the young birds learn by instinct of the danger, and keep clear of the wire. I shall be able to have a talk with Homer about this. An indent for extra material required for Mr Packer's extension goes by this mail. - I have not been able to discuss the new plan with the Governor, but am quite sure that no objection will be raised. Mr Packer does not think that he should be called

Send per steamer - 60 cwt. Galv'd Iron Sheets. 9 ft. we can contract
for repairs - according to description - surveyors report - including
discharge. cargo - £1250. calking-maindeck - poopdeck - £225 -
we can supply - Lifeboat - £70 - Orina 292 bales.

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My telegram will be understood when read in conjunction with what I have previously written.

I have subbed you as follows:- Secaren cocaine
 Toxicology cocaine reeking delicious chance including
 Nicotinic acid (acetic acid) maindeck poopedock irrita-
 on molecular lifeboat irriters. Oriana proemo

408

413.

Your obedient servant,

— 20 —

Page 10 of 10

Index for Slaves, North 229

Index for Television Material

Reactions on Stores

Proceedings on Income Return No. 72

Date of letter to Pinto Bate & Co.

From P. S. C., Vulparmino.

Payment on Accounts

copy of P.S.N.-3, 1000211.

Specifications:-

J. B.

167 Sales 7001

Classification and Bills of Lading per Oriana

ENCLOSURES.Duplicates. (Originals per Oriana, 28th February 1907)

Despatch No. 308
 Balance Sheet
 Remarks on Balance Sheet
 Profit and Loss Account
 London Office Cash Account
 Statement of items in Deposit Account
 Summary of Stock, East Store.
 Summary of Stock, West Store.
 General Summary of Stock on hand
 Balances due to and from Camp men
 List of Consumption Stores on hand
 List of Building Materials on hand
 List of Fencing Materials on hand
 Statement of Freights earned but not credited
 Copy of Stanley Cash Book for December
 Copy of Stanley Journal for December
 List of Store Debtors, with Remarks
 List of Butchery Debtors
 Particulars of Additions to Furniture
 Particulars of Additions to Plant
 Abstract of Farm Account
 Auditor's Certificate
 Carwin Telephone - Labour and Material Account.

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ENCLOSURES. - (Originals per Oriana, 28th February 1907).

Despatches Nos. 309 and 310
 Store Indents No 375
 Indent for Telephone Material
 Remarks on Stores and Replies
 End of Exchange No. 2491 on C.M. Lampson & Co for £ 88. 9. 10
 " " " 2492 " " " 303. 9. 0
 " " " 2493 " " " 124. 18. 5

2.

End of Exchange No 2495 on H. Watjen & Co for £197.19. 0
 " " " 2496 " " " 67.11. 4

Copy of Schooner "Alice Gertrude" Accounts

" " "T.B. Harvein" "

" " "Baden Powell" "

" " "Marque "Morra" Accounts (first)

" " " " (second)

Barwin Harbour Shearing Return

Planting Insurances for February

Insurance on Produce Return No 52

S.S. "Hyndford" - Supplementary statement

Ship "Leon Bureau" " "

Replies to Remarks on Accounts

Statement on Accounts

Specification and Bills of Lading per Oriana.

R.M.S. ORTEGA.

March 26th

07.

311

Sir,

I wrote last per ORIANA, which left on the afternoon of the 28th ultimo, and received on the 13th inst, per OROPESA, your despatch No 1024.

2. 1024-4. I trust that Captain Finch will remain in the Islands, and should like to know up to what sum you are willing to pay him by way of salary, - I ask this question as I recollect that you once told Mr Baillon that when you were in the Islands £8 or £9 per month was considered good enough for a Navigator. Now that there is such a demand for Masters at Sandy Point wages must be higher, - the Master of the Consort is paid £200 a month by the owners, and this at the lowest rate of exchange, viz, £ 15 to \$1, works out at \$13:6:8, whereas we pay Rowlands only \$12.

3. Par. 6. The Liverpool flour is decidedly cheaper than the Chilean, - the bakers say that it does not take up the same amount of water as the Argentine, but is equal in that respect to the Chilean. It is very unfortunate that this shipment is slightly tainted, and I fear this may cause a prejudice against it, - it must have been stowed in the Duendes near Dip or tar.

4. Par. 8. We are never able to discharge all house coal into the shed; a collier usually brings 600-700 tons, and our

P.E. Cobb Esq

Managing Director.

London.

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shed will hold only 400 tons, consequently some has to be put into a hulk. This is convenient for reshipping, gives an opportunity of lightening the collier to allow of her coming alongside, and further, when a mail steamer is in the port, enables us to take delivery of the daily quantity, with only a couple of men to trim in the hulk, whilst all the other hands are engaged on the steamer.

5. Par.10. Mr Allan will be able to tell you about Pearson's Dip, which has been used up on our own Stations. Smith & Sharp, Mrs Robson and Pitaluga use Lawes, and always have asked for this. The only people who do not specify are J. Robson, Bender and other small farmers, whose opinion is hardly worth having, - I could not get anyone else to take Pearson's, and was therefore unable to report on it. Writing to you on November 18 1904 I expressed regret at not being able to get people to take more of it, and said that Mr G.P. Smith would not have any of it, and that Mr W. Stickney had not given me his opinion on it. After that I sent it out to Mr Allan, who has used it.

6. Par.11. I am glad that the question of how Mr Packe can join up on the telephone is now definitely settled, and will go into the matter with him and the Governor when this mail has gone. We are, as reported, proceeding with the main line in to Stanley, and I am glad to say that the work is going on rapidly. The poles and wire are now erected as far as the fence between Bluff Cove and Mr Packe, that is to say abreast of North Basin. For some distance out of Darwin, however, the wire is completely broken down, and I have an impression that Hemer has stretched it too tightly there. I notice that he is now leaving the wire much looser, and giving it more sag. It is evident that if the wire is very tightly stretched it is more likely to snap if a bird flies against it.

7. Par.12. I am informed that the Governor has received the telephone agreement from the Colonial Office, and will go into the matter after the departure of the mail.

8. Par.13. The following telegram from Lloyds, re the Dora arrived by the Oropesa:- "Is there any loss or damage to "cargo? Is hull itself damaged? In what condition is lower-"masts?" to which I have replied "Believe no damage to hull, "cannot give definite. She is not leaking. No damage to "cargo. Forelowermast useless, main and mizzen allright". I do not believe that the hull is in any way damaged beyond a dent in one of her plates, caused by a spar striking against it. Unfortunately on the 9th instant the Consort, outward bound to Johnson's Harbour, ran into the Dora, doing damage to the rail. Captain Cacase naturally is trying to make the most of it. Personally I do not think it serious, but if he insists upon the full length of rail being renewed it will cost something like £25 or £30.

9. Par.14. I enclose a copy of a letter which I have sent to the Colonial Secretary on the subject of the West Falkland mail service. I fear that the only way of keeping Braun & Blanchard out of the place is to do the work ourselves, for, as I said in 306-38, if we do not do it we are simply inviting outsiders to step in. I still think, and it is temerity on my part to write it, that the Board might allow the Samson to take out a couple of mails in the year to Fox Bay in January and February when the schooners are so busily engaged in collecting wool. The objection to this is that by her absence from Stanley she might lose some towage or salvage - on the other hand, however, she might gain it as in the case of the Hynford, and her course to Fox Bay takes her along the south coast. Nine vessels out of ten that put in in distress come from the south, and if one were making for Stanley she must be sighted by the Samson which goes to Fox Bay one day and back the next. At that time of the year we usually have good weather and

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it is unusual for a vessel to put in then for repair, and the risk of losing a tow is very small indeed. At any rate we can continue to run the mail now without any difficulty- this time the Gwendolyn has gone to Fox Bay and will load up Messrs Packe Bros wool at that port. To revert to the question of Messrs Braun & Blanchard, one wonders as you say why they should wish to trouble about the small trade of the Falkland Islands except to send wood round,- I gather that in the off season it has paid them to send across a vessel with a load of wood, and naturally it would help their vessel if they can get a return freight of wool instead of going back empty. They know that they can sell stores here, and if they had a decent subsidy to run the mail, may very likely think it worth their while to enter into a contract. Now that Mr Charles Williams is dead, Louis Williams may prefer to live at Sandy Point and may consequently be disposed to sell his business here at a lower figure than he has previously asked.

10. Par.15. The Governor himself was the sole arbiter as to the value of the Bonner Estate, and I could not move him. I argued that the estate should be valued as a sheep farming plant and that if the highest values were placed on the sheep themselves, the buildings should bear only a nominal valuation, for without the sheep they are of practically no ^{value} ~~use~~ at all. If the sheep had been sold off the place the buildings would be quite useless. However, the Governor would not give in, and in order to get the matter through I had to pay on his figures.

11. Par.18. I cannot see why you should throw so much blame on the Engineer in connection with the Samson's condenser, for what has really happened? she was re-boilered in Monte Video at enormous expense, and ever since we have been doing our utmost to keep down the expenses on her. Lloyd's surveyor at Monte Video in his report does not

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mention the condenser, but in my memorandum on the Samson accounts dated January 29th 1906, on the third page I wrote as follows:- "Condenser, you had sent us out the new tubes, "but we had not been able to replace them in Stanley. 38 New tubes were put in at Monte Video, and they were very "badly wanted. The old ones are absolutely worn through, and quite useless except as old brass." At that time, January 1906 Atherton told me that he wished he had had more, but in view of the enormous expenses in Monte Video I felt that we could not ask you to spend any more on the boat until absolutely necessary. On my return, in October last, Atherton told me that the condenser must be seen to before long, as it was leaking, and I decided that immediately after the end of the year we would have a thorough examination, and if necessary ask you for a full set of tubes. In view of what has been written as to the expense of the tug I could not but feel some diffidence in asking for a further \$50 to be spent on her, and consequently wrote as I did "You may hesitate at the price". I felt that you might have suggested picking out the best of the present set of tubes and replacing the remainder, and my diffidence was evidently justifiable, for you now write that the tug may have to be abandoned if she is still a heavy burden on the establishment. You may rest assured that the boiler has not been allowed to suffer on account of the defective state of the condenser, for it has been cleaned more often on that very account. As regards the oil engine, all I have to say is that, as previously reported, Atherton succeeded long ago in getting it to run perfectly, but when you attempt to turn up a piece of steel in the lathe the engine slows down and stops, as it is not powerful enough for the work. What happened whilst I was away was this:- Atherton was turning up the spindles of the donkey pump on board the "Carradog" when the news of the Fortuna wreck was received. Mr Girling sent

the tug away at once, and as Harris happened to be in Stanley he was asked to finish this job; he did so, but did not use the oil engine at all. As the spindles were small the lathe was turned by hand. Harris has seen the engine going but has never touched it or had anything to do with it. Atherton did get a few tips from one of the Lighthouse Engineers who probably had had a good deal to do with oil engines in connection with Lighthouses, and it is not correct to say that he is too proud to learn. As regards not getting on with Captain Thomas, they have had differences, as I fear is often the case between the Master of a vessel and the Engineer, - the former has an idea that the Engineer has only to turn a handle, whilst the latter thinks the Master has an easy time simply giving directions to the man at the wheel. Certainly for the 6 days that I was living on board there was no sign whatever of friction, but this, of course, may not ^{be} the case in the ordinary way. Atherton was always ready, and he and his men worked on board the wreck the same as the navvies, - in fact their services were very useful for cutting away rivets, bolts etc.

If it is desirable, on principle, to change the Engineer periodically well and good, and let the man know. Since Atherton came out we have replaced all three boilers under his charge, and I can vouch that he has taken particular care of these; he himself has always said that he must nurse the boilers for the first 2 or 3 years, and they are all undoubtedly in excellent condition, and I must add that he is very economical with the coal. I am far from saying that Atherton is perfect, but he has some good points, and it is only right that he should have the credit of them.

12. Par. 23. I will speak to the Masters of the schooners about swinging the boats in-board when the weather seems likely to be bad - I think they usually carry them in the davits. When Osborne lost the boat lately he was homeward

bound along the North coast with a stiff southerly breeze-- whilst he was under the lee of the land there was no danger, but on rounding the Volunteers he caught the full force of the breeze, the schooner heeled right over on the port side and he lost the boat.

13. Par.34. It was my mistake to have stated £2000 as the sum to have been paid by Messrs John Hoare & Co to Mr Green shields' credit,-- it should have been "up to £5000, as required".

14. Par.27. We are all very anxious to learn how Mr Allan progresses, and it is good news that the operation will be performed by the best surgeon.

15. Par.28. I fear that the detention of the Malvina will necessitate my keeping the Consort on longer, for we ought to do our utmost to get clients' produce forward as quickly as possible. Unfortunately the Master of the Consort has deteriorated very much during the last few months,-- on his arrival he was a most promising man but has now lost a good deal of the push he formerly had.

16. I mentioned in my last despatch that I intended visiting the Cassard, and afterwards North Arm and Darwin. I left Stanley in the Samson on the afternoon of the 5th inst and we arrived at Bluff Cove that evening, and landed the telephone poles and other stores required by Homer. Proceeded to Adventure Sound next day, landed the fencing material by 9 a.m. on the 7th, and anchored near the Cassard that morning. The weather was boisterous all the time and we dared not venture alongside the wreck, but got on board by boat. The Cassard has settled right down aft, and her bottom is evidently gone,-- the foremast has a decided list outwards, the deck beams are broken in half and the water is always up to within two feet of the deck at the main hatch! In the forward part of the hold one is able to walk on the tween deck beams. Fortunately the bulkhead of the forepeak

is intact, and we were able to recover a good deal of valuable gear, such as chains, blocks, ropes and paints, and bring to Stanley. There were only 20 bags of wheat dry, and these are therefore the last of the cargo. We occupied the three days in stripping her of all useful stuff, viz, spare anchors, davits, copper piping, ropes etc, and attempted to raise steam in the donkey boiler to get the ship's chains out of the locker. Unfortunately, however, since we were last at the wreck the seas have broken over her, - the main deck is smashed down four feet on one side, and the iron doors of the boiler house have been burst in by the waves. The donkey pump has rusted to such an extent that it would not feed the boiler, and we had to draw the fires. I decided, therefore, to bring the pump back to Stanley to see whether it could be repaired. I am sending to Monte Video for new valves, which cannot be cast here, and by the time these arrive the pump will be in order. When Captain Thomas was at the wreck the first time he found that the steering gear was broken, and this must have occurred soon after the ship went ashore. In view of the condition of the wreck it is evident that if we are to get anything further out of her we must do so quickly, and I decided therefore to let the samson go out again before the end of the month, arranging for her to return before the homeward mail so as to call in at Darwin to bring in Jesse Phillips and family, and Mrs Foley to catch the Ortega. All our produce has been brought in, and if a schooner were sent there specially it would have meant the loss of a load of wool. I hope, later, to be able to send out a schooner to load up the anchors and chains as well as any other gear from aloft that can be salvaged, but the tug must be there at the same time so as to be ready to tow the schooner to a safe anchorage at any moment, for a big sea gets up there in half an hour. The samson brought to Stanley this trip 20 bags of wheat, a pair

of lifeboat davits, 2 good anchors, the donkey pump, boat, and sundry planks, chains, paints, ropes, blocks etc. I doubt if we shall be able to get the boiler, but the donkey pump will come in very well for Goose Green; the Vauxhall pump there is pretty well played out, and Harris had already told me that he ought to have another ready in case of a breakdown. The boat purchased from the Naval Depot had been taken out to the wreck to work cargo, - this boat can lie alongside the Gaseard on the lee side, where there is only some 10 ft. of water, and when the Hyndford's lifeboat came in the two were anchored in a small bay at the extreme end of Bleaker. Some time afterwards they both drove ashore, - the Hyndford's boat was brought to Stanley, and the naval boat (called the ash launch) left on the beach, somewhat damaged. I therefore took A. Riggs out in the Samson with screw jacks and materials for repairs, and I am glad to say that he was able to patch up the small damage to the forefoot and keel. I have enclosed a copy of Captain Thomas's log, from which you will see that she was safely launched and anchored off Bleaker Island settlement, - she will be used again for recovering from the wreck in case the schooner is not able to lie alongside to load direct.

17. On Sunday, the 10th, I was landed near Hawk Hill house, and rode that evening to North Arm, had a general look round on the 11th, and rode to Darwin on the 12th. Stirling, the new overseer, is doing very well, but I was glad to have gone out as there were several little things to settle that had cropped up recently. Owing to the exceptionally dry weather I am afraid that dipping at North Arm and Walker Creek will be postponed for a few days, hence the killing at Goose Green, which was to have been commenced on March 21st, will also be delayed. I went round Goose Green, and found that Harris has everything in readiness for a start; at present it is uncertain how many sheep we shall boil down on our own account, most likely 12000 to 15000.

Whilst I was at Goose Green Brindeman's schooner, the Margaret, arrived with barrels and men for cleaning the runners, and I was able to make all arrangements for their work and accommodation.

Jesse Phillips leaves by this mail, and F. Riggs, who was appointed by Mr Allan to succeed him, will take over the duties of foreman labourer at Darwin at the end of the month. Complete lambmarking returns are sent by this mail. I returned to Stanley on the 16th inst.

18. Whilst loading sheepskins at North Arm on February 28th, the Consort's scow swamped, with 10 bales on board. I enclose a signed and certified extract from her log, with a specification of the damaged bales. On this subject McCall writes as follows:- "It was entirely the fault of the schooner men, - when they put the tenth bale into the scow they let it remain too long on the side of her, and she filled at once; we tried to get her ashore but could not do so before she sunk, and then we had a job to get the bales out of her. Two were ^{not} wet right through, but part of every skin was wet, the others were completely soaked. I have had to open all these and hang the skins on the fences to dry". I told McCall, when at North Arm, to keep a note of the labour on these, - he expects that they will be ready for shipment about the middle of May.

19. The rate of exchange at Monte Video has been very high latterly, and we are at considerable loss in remitting, for instance our last draft for £200 was purchased by the Bank at 58 13/16 d., realizing £ 908.89. We pay Wilsons by cheque on the London & River Plate Bank, and their accounts are rendered at £ 4.70; that is to say for our £200 we ought to be able to purchase goods to the value of £ 940, but at the rate above quoted we get credit at the Bank for only £ 908.89, a loss of £31, or about £6:10:0. By this mail I am writing to Wilsons asking whether they will give us credit

in Monte Video at £ 4.70 for money deposited at their Head Office in London, and would suggest that you should also correspond with them in London on the subject.

20. The Governor and Mrs Allardyce are leaving in the Orita next month for a visit to England,- I understand that his eyes are troubling him, and that he is anxious to get advice at home. No doubt you will see something of him, and will be able to discuss some questions, possibly the West Falkland mail service amongst others.

21. Mr Oswald is leaving by this mail, and I have no hesitation in strongly recommending him to the consideration of the Directors. He has served nearly six years, and I cannot speak too highly of his work. His prospects here are practically nil, and he would like, if possible, to obtain employment where some advancement may be looked for.

22. The Norwegian Whaling steamer "Gvip" arrived here from Fox Bay on the 20th inst. Both she and the sailing vessel "Nor" have been to the South Shetlands whaling, and are applying for a licence to catch whales round the Falklands.

23. I referred in 309-27 to the shortage of silver, explaining that the Governor had telegraphed for a supply,- some days ago he sent me a memo asking us to pay the cost of the telegram, and I enclose a copy of the correspondence which ensued. It did not seem to me to be a matter to split hairs over, but in view of the fact that some years ago they took the importation of coin out of our hands, I think I am right in saying that they ought to have kept up the supply, and should bear the expense. However I am glad that the Governor has agreed to allow the Commissioners of Currency to submit recommendations for the future,- as I am one of the Commissioners we shall have some voice in the matter. The other telegram referred to is about tonite,- we purchased a quantity from the Naval Depot in Mr Hayes' time for Mr Allan's use at Darwin, and it has been most useful on

the telephone work. Our supply is exhausted, and they still want more for the telephone poles. The Governor had no authority to sell us any more, and I offered to pay the cost of the telegram to the Admiralty, asking for the necessary permission.

24. The last sealing schooner, the Agnes G. Donahoe, left on the 14th inst, and I do not think we shall see any more of them so long as any export tax on sealskins is imposed. Some of these vessels have transhipped their catches at Monte Video without any sort of hindrance, - in fact they have had facilities put in their way, and these Captains have strongly recommended the others to go to Monte Video in preference to the Falklands. I enclose drafts on C.M. Lampson & Co for \$361:18:3 and \$15:7:1.

25. I referred in 306-26 to a proposition on the part of the Governor to grant to Captain Ryan, of the schooner Alice Gertrude the sole right to take seal round these Islands. The Governor subsequently referred to this in an interview I had with him, and told me that he had given Captain Ryan a letter to Mrs Hansen, advising her to cooperate with him. Captain Ryan left here with the intention of calling at Carcass Island, and discussing the project personally with Mrs Hansen, but was blown off the land and went direct to Monte Video, returning the letters from there, so the scheme falls through for the present.

26. A meeting of the Legislative Council was held on the 23rd inst, to pass the usual Supplementary Appropriation Bill, and the Governor read the usual somewhat long explanatory message, a copy of which is enclosed. There is a fair amount of trumpet blowing about it, and the paragraph headed "Communications" seems to assume that we shall jump at a contract to carry mails and passengers between Stanley and Fox Bay by the Malvina.

27. The Potosi arrived on the 20th inst, about 6 p.m., and

left at daylight on the 23rd, with all produce. You will see that there is a doubt about one bale of wool, N.A., and I think the Oriana must have had 126 bales on board, not 125. The shipment of this season's wool up to now has been very awkward for us, - the Oropesa at the beginning of January cleared all produce, but tallied in one bale, D.H. wool in excess. Then the Oravia, at the end of the same month, was to have taken all, but suddenly knocked off loading, and left behind some 240 bales of various marks and numbers, every single Bill of Lading being endorsed as so many short shipped. The Oriana, at the end of February, loaded up from 10 in the morning till 5 p.m., and also took a promiscuous lot, - the result is that we have never felt quite certain about the numbers, and now that the hulk is cleared there is an apparent shortage of one bale of our wool. I think, however, that it will be found that the Oriana tallies out 126 bales instead of the 125 as per Bill of Lading.

28. We have lost trace of 5 bales of sheepskins, S. belonging to Mr Packe. When the Orissa arrived we had 10 bales on the hulk, and the Killah brought in 4 more just in time to be discharged direct into the steamer. When the rough specification was drawn up we entered 10 as the number, and Bill of Lading was made out for that number. The ship, however, tallied only 9, and you will see the Purser altered the figure accordingly. We feel quite sure they had the full 14 on board, and quite expected to hear they had turned that number out. I fully intended writing about it by the next mail, and regret that it escaped me. The steamer arrived at six in the evening, worked on during the night, and left at daylight the next morning. The loading at night is very unsatisfactory, and we generally have some difficulty in the tallies. When the Oropesa loaded she cleared the hulk, and as we did not find the skins on board then there can be no doubt that they went by the Orissa. I have thought it as

well to telegraph to you that the number was fourteen, not nine.

29. I explained in paragraph 16 that I had intended sending the Samson round again to the Cassard, calling in at Darwin for passengers. My plan for sending to the wreck was frustrated by the non-arrival of the Potosi, (expected by the middle of March). I was compelled to retain the hands for loading her, and as it turned out the Samson would not have been able to do anything owing to the weather, which was very boisterous on the days she would have been there. All the same I had to get the passengers from Darwin, and sent her there and back, - it gave me the opportunity of getting a large quantity of fat to Goose Green in time for the season. We had nearly two tons from North Arm, and as much from the Stanley Butchery, and at present prices it is very desirable that this should be dealt with. Whilst the tug was away news was received of an accident to the Darwin cutter in Adventure Sound. The fencing had been landed by the Samson at the wrong place owing to McCall's mistake in marking a chart which I sent him, and when at Darwin I arranged with Stirling for the Flora, after calling at Lively with mails, to go up Adventure Sound, shift the fencing right up the creek, and take back to Darwin the furniture and effects of F. Biggs. I received a letter from McCall as follows: - "The cutter on her way up to Burnfoot anchored off Saturday Point, on the 20th, a little after 8 p.m., and next morning when the storm got up she broke her anchor chain and went ashore on the Walker Creek beach. Ten minutes afterwards her keel came ashore, and the rudder head broke. Spenser is afraid to take out the ballast in case she may go higher up if the wind comes strong from either south or south west". I also had a letter from Stirling saying that if the wind came out strong from the south she would probably be a total wreck, and this is confirmed by

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Doctor Foley, who is in Stanley. McCall must have meant the false keel, for if the main keel had washed ashore she would have been a hopeless case. Evidently, however, she was badly damaged, and under the circumstances I decided to send the Samson out with men, carpenters and material, for the cost of replacing the cutter would be enormous. She left yesterday morning in exceptionally fine weather, and fortunately the tides are making all the time.

18. I have had a letter from Mr Bertrand, which crossed one of mine on the subject of coal; he asks the lowest figure we would charge for 50 or 60 tons of coal delivered at Roy Cove. You may therefore rely upon his taking that quantity if you are able to charter a sailing vessel to deliver coal round the Islands.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per POTOSI, March 23rd.)

Copy of letter to F.E. Cobb Esq.

Specification & B/L per Potosi.

ORIGINALS.

Store Indents, Nos 374

Mr Vera Packer's Indent

Remarks on Stores, and Replies to Remarks

First of Exchange No 2500 on C.M. Lampson & Co #361:18:8

"	2501	do.	15: 7:1
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Copy of schooner Agnes S. Donahoe's Accounts

Lamb Marking Return, - complete

Coasting Insurances for March

Stanley Wages Return, Quarter ended 31st December

Extract from "Consort's" Log.

Extract from Samson's log

Copy of correspondence re Currency

Copy of letter to Governor re W.F. mail service

Copy of Supplementary Estimates

Education Return.

Copy of letters (2) to P.S.W.C. Valparaiso

Copy of letter to Pinto Basto & Co.

Copies of Clients' Accounts Current (under separate cover)

Shipping Report

Statement upon Accounts

Specifications:-	Wool.	skins.	Hides.
M A		21	
L	150		
Triangle	97	4	
Heart	55		
W.P.	29		
H.G.C.	102	1 cask	
S	111		
P	157		
204			20

P. S. N. CO. LTD.

March 28th

07

SIR,

Sir,

The Ortega arrived at 7.30 this morning, and will load all produce on hand, amounting to 476 bales of wool and sheepskins which will, no doubt, be got round to London in time for the sale. I have received your telegram "Reitlok".

2. I saw Captain Gyer with reference to the question of delay here last September. He informed me that the P.S.N.Co. had not instructed him to discuss the matter any further, - he thinks he has ground for complaint on the points mentioned in his letter, but agrees that there is nothing to be gained by any further argument as to what happened so long ago. The P.S.N.Co. evidently are not anxious to hear any more about it. I suppose that complaints are bound to occur from time to time, - on the whole they are well treated here, but an occasional loss of temper is to be expected. When a mail boat is late, as the Ortega was at that time, (4 days), there is naturally more hurry than usual.

3. The S.S. "Alejandro", with horses from Sandy Point, anchored at 10 a.m. today. She has brought 80 mares and two horses, with one death during the voyage.

4. As reported in 311- 29 the Samson left for Adventure Sound on the 25th inst, and next day I received the enclosed letter from Stirling, - it is satisfactory that the damage

P. S. Cobb Esq.

Managing Director.

London.

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does not appear to be so serious as the first reports indicated, but all the same it is evident that the services of the Dungen were required to save the boat. Fortunately the weather has been most favourable. Stirling's letter shows that he is a man of intelligence. - I send it in original.

6. The last paragraph of my despatch No 311 was inadvertently numbered 18 instead of 30.

8. James Phillips, late Foreman of Labourers at Darwin, leave by this steamer. He has been paid up to March 22nd inclusive.

9. I have copied you as follows:- PACKS SHEEPSKINS ORISSA
POKANDOLA NET PONSIT ORISSA PSALM ISCORITE.

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I enc.

all

13860

Sir,

Your obedient servant,

ENCLOSURES.

Doctor Foley's Drug List.

Memorandum, March 27th, re Store Indent

Letter from James Shilling, March 24th

Copy of letter to P. M. S. Valcaraiso, March 27th

Copy of letter and account, P. M. S. Liverpool.

Summary Statement on Accounts

Specification & Bill of Lading per OPINOA