

DESPATCH

8

FIC ARCHIVES

**STANLEY
TO LONDON**

No 381 to No 500

11 July 1910
to 11 October 1915

FIC
D12

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commencing with 1078 . Aug 1910
and ending with Dec '1915

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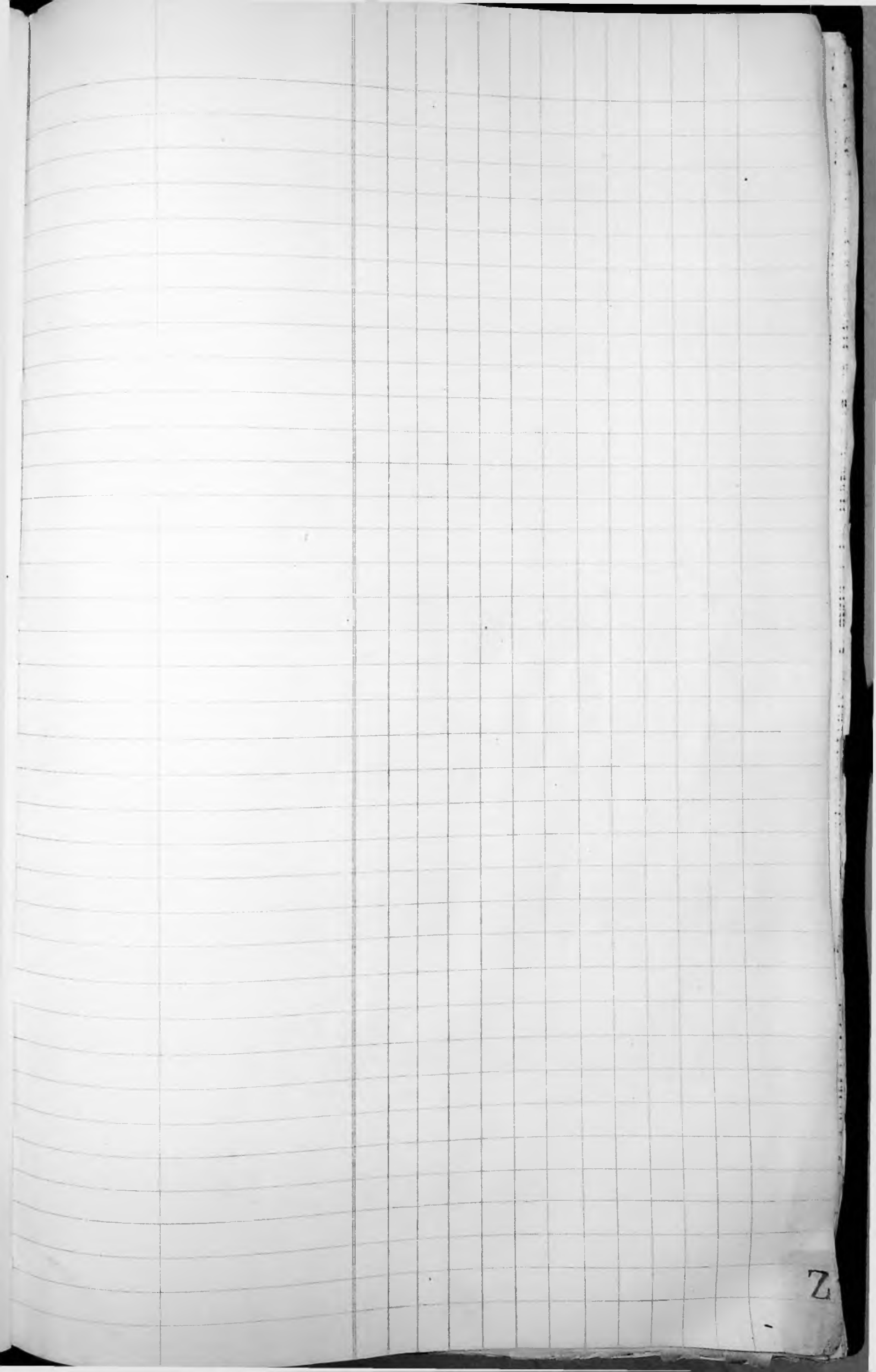
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ORAVIA.
381.

July 11th 10.

Sir,

I wrote last per Oropesa on June 15th and received per Oroona on June 28th your despatch 1076 and Mr Goddard's letter of June 4th.

2. Par.5. I assume that you wrote to Messrs Johnson & Higgins as to the adjustment of our charge of 5% on ships' disbursements.

3. Par.8. The towing of the Lonsdale across to Sandy Point must have cost a considerable sum, and we may assume that it would cost as much, and probably more, to tow her back here. I very much doubt if L. Williams will incur the expense

4. Par.9. Messrs Stubenrauch wrote on May 14th in reply to my enquiry as to the cost of wireless telegraphy:- "we will try to find out the cost of installation and working "expenses which we are told are very minimal (sic). The installation on the Holger is said to have cost £1500, and "naturally a station on shore would require some high construction. If we obtain further data we will advise you. Last mail they reported that the Kosmos steamer "Hel an" which passed through the Straits was provided with the Telefunken apparatus.

5. Par.10. It is quite possible that at some of the sheep stations there may be a piece of Wood's bagging, but it would be difficult to guarantee it. We have some old stock 36" wide, which must have come from them as I find we have not

F.E. Cobb Esq.,

Managing Director,

London.

381 per Cravia (11.7.10) 2.

ordered that size since we changed to Hoare, Marr & Company. A piece of that is sent by this mail. Some years ago I had a strip cut off the usual 54" bagging to lay down in the hall of the house whilst workmen were there whitewashing etc., and I have sent a piece of that as well.

6. Par.11. In my telegram to Lloyd's of June 15th I mentioned that the Malvina's cargo was wool. The Lafonia left on June 8th to salve the cargo, and succeeded in getting 133 bales of wool and 2 bales of skins. She reached Goose Green on July 7th and Osborne informed me by telephone that the skins were very rotten - after a few days on board they fired spontaneously and had to be thrown overboard. He said that they had had no tides at all for the work and it had consequently taken a very long time; then there was a fortnight of almost absolute calm followed by gales of wind. I trust that the 6 bales of sheepskins brought in by the Samson (carried on the deck of the Malvina) will turn out all-right from the Esmeraldas. I think that the salvage of this cargo is quite worth 50%. My intention was to have sent the Samson round soon after the departure of the Oropesa, but the towing of the Invernessshire had to be attended to; then I had to have the tug here to tow the lighters to and from the Orocma in Port William, and now she has to wait again to tow the Copley to sea. Captain Thomas says that it would be useless to go there until he has good tides and the light of the moon - the tug will therefore leave here about the 18th to try and get the Malvina off. Judging from what he was able to see when he went out for the crew, Captain Thomas does not think she could be repaired to sail as a schooner again, except at very great expense.

7. Par.12. When the Lonsdale was towed in, there was no time for Captain Thomas to make any agreement as to the amount, and I told Captain Dagwell that it was worth about £120, then a further £20 was charged for towing him up the Harbour next day. The ship's accounts were made up to Sept-

581 per Oravia (11.7.10)

3.

September 29th before the first fire occurred and the towage entered at that figure. After the occurrence of two fires Captain Dagwell and Mr Porter protested against so high a charge and I eventually undertook to bring the towage down to £100. I gave no undertaking whatever as to paying £40, but simply stated that it would be reduced by £40. The question as to how our account was to be paid was absolutely in abeyance until Captain Spruth returned from Sandy Point, and then it looked as if we should receive simply £1925 for everything. After that I learned that we should get something from Iredale & Porter, but it ~~xx~~ seemed extremely unlikely that we should receive full payment for the accounts; when therefore Captain Dagwell signed the final accounts I did not trouble to make any alteration in that of September 29th - I knew we should have to allow something on the sails which were never delivered on board: I had undertaken to make an allowance of £40 on the towage, and it was very doubtful whether the rest of the account would be paid in full. You had cabled from Montevideo to Mr Douglas that the ship could not be repaired, and that she must be a constructive total loss, and you said when here that it was quite possible that you might have to take legal proceedings for an injunction against the Lonsdale Ship Company, or Iredale & Porter, restraining them from disposing of the insurance until our claim had been settled. After we had accepted Captain Spruth's offer of £1925 I considered that the underwriters had done with the matter, and that we should have to deal solely with Iredale & Porter or the Ship Company. Then I had your letter from Montevideo which quite supported that view; you wrote "As to the ship's bill we shall have a struggle with Porter. I shall see how things stand when I get to Liverpool and shall ask Ince if we can act on Dagwell's signed accounts. I cannot think that the assets of the Lonsdale ship Company would be distributed at once or

381 per Oravia (11.7.10) 4.

"that the Company would be wound up without advertising for
 "claims on behalf of creditors Now this is how we
 "stand - we have a claim on the ship for £1400: we have £1925
 "i.e. £525 in hand. When we get the policy (Ppi) paid we may
 "reckon on having £1525 in hand. The £1400, or any part of it
"we may recover will add to this." With this before me, it
 seemed better to let the accounts go home at the maximum
 amount, leaving it to you to make all reductions or concess-
 ions, reporting at the same time the undertaking I had given
 as to the amount of the towage.

8. Par.13. There can be no question that the Bill of Lading
 per Kenuta for the North Arm wool was correct, and that 487
 were shipped from here. I have checked the tallies from North
 Arm and from the schooners. The Dunnose Head mistake was my
 error - 137 were brought in from there and shipped. If you
 will glance at the enclosed "Report Inward" of the Gwendolin
 you will see that Ennenga's 7 might easily be mistaken for a
 9; as the Kenuta arrived in Stanley the day after the Gwen-
 dolin was discharged, the foreman navvy's tally book was not
 handed in for me to check the number.

9. Par.16. I have ascertained from Darwin that Steel was
 away from March 9th to October 18th 1889. I have turned up
 your despatches at the time and find that you alluded to it
 in despatch 476 par, 37, which I may as well quote:- "James
 "Steel, our Mason, who lost his wife a year or two ago, goes home
 "for the Winter and will return in July or September at his
 "own expense. The Company has not a better servant, and I am
 "keeping a wife for him and the wife he means to bring; his
 "only fault is a partiality for whisky."

10. Par.17. The decision of the Board to give a bonus of
 10% to the permanent staff has been received with great
 appreciation. As before, I called the foremen together and
 handed each his cheque, and I need hardly say that they un-
 animously requested that their warm thanks might be conveyed
 to the Directors. I enclose a copy of the circular letter

381 per Oravia (11.7.10)

5.

which will be sent to the Camp hands as soon as I receive from Mr Moir the return shewing the salary earned by each man and by next mail a complete account of the amounts will be sent to you.

11. Par.18. The correspondence with Mr Connell and Mr Douglas is extremely interesting, and also instructive, as it has elicited from the latter an admission that the Company's servants have been accused of having had ~~xxx~~ a hand in the incendiary fires on board ships during the last two years. Mr Best telephoned to me that he had had a letter from you on the subject of an enquiry and asked me to see him; we talked the matter over and he is of opinion that nothing further is likely to be brought to light especially as the official enquiries were very exhaustive. I took the opportunity of suggesting that there should be a trained judge here, saying that although the enquiries had been very well conducted, it was more than likely that a trained barrister might have been more successful. Mr Best agrees that it would be very desirable, and I hope that some opportunity will occur which will enable us to press the question. He says that no one on the spot could possibly think that any persons on shore here had anything to do with the fires. Take the case of the Deanmount; - how is it conceivable that any shore hand could in the dinner hour in broad daylight get down into the ship's hold with a kerosene tin of combustible material, set light to it, and get off the ship without being seen? You will have seen that I did not make any claim for salvage at all in ~~that~~ that case - I should really have felt almost ashamed to - it was fortunate the Garland was then alongside and she happened to have some casks on board. The heads of these were knocked in and a mixture of nitrate and water made in them; this was passed down into the hold by buckets. All the Samson's pumps did was to fill the casks. I made a charge for her standing by the ship under steam for that day and night. As

88 per Oravia (11.7.10) 6.

regards a Volunteer fire brigade, it did not seem to me that a public meeting would be of much use; my own opinion was that a body of 20 to 30 ~~men~~ disciplined men would do infinitely more than a mob of twice the number, and I had a consultation with Captain Thomas, Biggs and Baseley. With their experience of extinguishing fires they were unanimous in thinking that far more could be done with the men who are accustomed to work under them, and I therefore issued a notice signed as Manager of the Company and Lloyd's Agent laying out the case generally and inviting the men to sign a declaration that they would give their services free. This is sent to you in original signed by 26 men, all of whom are in our employ, and I know that they can be relied upon. The labouring gang did not offer to sign, and after all it is not altogether to be wondered at; they do not get anything out of ships, and their 8d per hour only barely suffices to keep their families. Of course in a genuine case of salvage the "volunteers" will have the preference. It has been suggested that these men might have some distinctive badge to wear in the cap or on the sleeve - as these fires occur mostly at night the members of the "Brigade" could be more easily recognised. I don't know that it would be of much real use, but it might please them and would cost very little.

12. Pars. 19 & 20. There was not time whilst the Orcoma was here to go into the question of the towing of the Garland to Darwin, but Captain Thomas thinks it quite feasible and the word "RUJADA" is cabled to you by this mail. We think however that she should not be sent away from Stanley permanently, as she is the only hulk that we can hire out to vessels and guarantee her decks tight for perishable cargo. She has been hired twice this year - to the Deanmount and Copley. If you ship the canning plant as suggested, it would be a good opportunity for us to have another 200 tons of steam coal as our stock is getting low. We would take about 80 tons

81 per Oravia (11.7.10)

7.

in a lighter from the Sarmiento and the remainder would do for ballast when the hulk is towed back from Darwin. I have therefore included in my cable a request for this. If at some future time it is found that a hulk is wanted there would it not be possible to buy an old sailing vessel and fill her with coal to go direct and be dismantled there? The Garland is really larger than you want and the hoist up the side is a long one. Mr Allan informs me that he is very doubtful about being able to commence canning next season, but he must have the new boiler before he can try out, and we considered that it would be advisable to cable this to you at once, rather than cable "RUJADA" only. If it is impossible to begin next season, you might have some reasons for preferring to wait and ship the plant later. At the same time I doubt if either of our small schooners could carry a large boiler round - the existing boiler went out in the Fortuna and even so one end of it was sticking up quite three feet above the coaming of the hatch.

13. The Invernessshire arrived here in tow of the Samson at 3.30 pm on June 16th; Captain Thomas obtained the services of 6 men from North Arm to help navigate her to Stanley - the enclosed extract from the Samson's log will give all details. On her arrival here the Doctor, Customs Officer and myself went on board at once, and the same evening I had a night watchman put on board. Prior to her arrival in Stanley I went with Mr Thompson to the Administrator to suggest whether arrangements could not be made for the crew to be boarded at the Naval Depot; in view of the fires we have had on ships Mr Thompson and I were of opinion that it would be a good plan to make the experiment of boarding a crew on the other side of the Harbort - if we found it successful, it would be easy at any time to have the crew of a vessel under repair boarded there until she was ready for sea, and thus avoid risk of fire. Mr Best quite agreed, in fact preferred that

381 per Oravia (11.7.10).

8.

the crew should be away from Stanley so as to avoid any disturbances. The Samson left Stanley at 4.15 am on the 18th for Fanny Cove to take back the North Arm men and to bring the crew and the ship's boats back to Stanley, returning here during the night of the 20th. Next morning all the men with the exception of the Master were put straight across to the Naval Depot. The enclosed resume will show in detail every step taken in connection with the case; as soon as the ship arrived I wrote to the Receiver of Wrecks as Manager of the Company and as Lloyd's Agent, and had the ship formally arrested. An official enquiry was held and I understand that a verdict was given that the ship was prematurely abandoned. I wrote as Lloyd's Agent, copy of letter enclosed, asking for a copy of the evidence and finding, or for permission to peruse the same, but my letter has not been answered yet. So far as I have been able to learn, the only reason that the Captain could give for the abandoning of the ship was that he did not know his position - that he was near dangerous rocks, and that he feared that if the ship did strike on the rocks off Bull Point, there would have been little chance of saving the crew. He stated that he intended remaining near so that they could return if the weather moderated, but they rowed right up to Fanny Cove instead of remaining in Bull Cove which was much nearer, and he sent as soon as possible the message that he had abandoned the vessel and wanted a steam launch. I advised the Captain to proceed to Punta Arenas by the Orcoma to place himself in communication with his owners, and expect him back by this steamer. The crew will in all probability be sent home by the same opportunity. Certified extracts of the Samson's Log, list of crew, original letters and telephone messages from the Captain and copies of all other letters are enclosed.

14. Dixon returned from Buenos Aires by last mail, but I regret that there does not seem much chance of curing him. The Surgeon informed him that the X Rays shewed that he has

581 per Oravia (11.7.10)

9.

a contracted rib - he was to have written me a report on the case, but there was not time and it will follow by next mail. I understand that the effect of the contraction of the rib is a pressure on the lower lobe of the lung, causing considerable pain and inability to do manual labour. Dixon states that he felt better in the warmer weather. On receipt of the letter from the Hospital Surgeon I will refer to the matter again.

15. We hoped that the repairs to the Copley would have been finished early last week, but it has not been possible. At first it appeared that only a part of the poop deck required caulking, but it has been imperative to do practically the whole of it, and the short dark days and wet weather have delayed the work considerably. Unfortunately too this has added to the expense, and £1250 will not cover the total. I think that we shall exceed it by £150 and will cable you to that effect. If it is at all possible, the accounts will be made up to send this mail - I am particularly anxious that they should go in order to send a copy to Captain Lubcke in Buenos Aires so that he can forward them with his certificate. I have no doubt that he will see that the excess is paid all-right, and do not feel justified in keeping her for the further credit. The Captain is having some trouble with his officers.

I am, Sir,

Your obedient servant,

201 per H.M.S. (1911)

FRANCE

Duplicates, (Originals per A.H.H. Cooper, May 15th 11)

Despatches 376-80

Copy of Stanley Cash-Book for Month 1910.

" " Journal

Store Indents No. 441

Remarks on Stores

" " Cause per E.B. Generalist

2nd of Exchange No. 3035 on Lloyd's Bank Ltd. 1900 - 0-0.

" " " " 3036 " " " " " 1900 - 0-0.

Ship "Oreanone" Accounts.

Mr. Allan's Report of June 5th.

Coasting Insurance

Approved Specification per E.B. Generalist & Billie of Lading

Remarks on Accounts.

Statements of

Originals

Copy of Stanley Cash-Book for May 1910.

" " Journal

Cash Vouchers, West-Store

Store Indents No. 442

Remarks on Stores

Mr. Ewen's Checks on Bank of England for £ 140-10-0 (see Remarks on 1/0.)

Cheque on Salveron & Co. for £ 2-0-0.

Ship "Dynamis" share 1/100 Estimate from Simpson & Co.

Copy letter to Receiver of Goods

" " " " " " "

June 17th (1911)

Letters from Mr. Allan, Capt. West

Telephone Message from ...

Notes of work completed on ...

(Continued)

1912 - Interlocking - News

Agencies (originals) as to frequency time

Stanley Vagon report to date 1912

1912

Copy circulars to principals of Bureau

Consolidating Insurances

Ship going beyond South America

Quadrant - Vagon Index - March 1912, 1913

Details on a/c 1912 department reports, 1913

Material on a/c

Letters for Mr. Hixson

Mr. Hixson

Specifications -	Wool	Skins	Races	Collar
J H B				50
J B	500		50	
<u>S</u>	5			
Pitney				

ORAVIA

Jmly 12th

10

382

Sir,

The Oravia arrived at 8.30 this morning and I received your telegram ROLLTEST CAPRICIOUS INVERNESS VERNAGELN BULLPOINT STANLEY WAS CAPTAIN REPRESENTED VADERS OWNERS BADAUDAGE RAUMEICH, and IMBENDO INVERNESSSHIRE RAVICELI, FLEETWING. This last telegram was addressed to Messrs Stubenrauch and sent on by him to me.

2. The Master of the Copley signed the accounts this morning whilst the steamer was in port; the work was finished only yesterday, but we hurried to get the accounts done so as to send by this mail together with the drafts on Knohr & Burchard for £1250 and £208. 6. 7. The Master informed me that Captain Mortensen is now the owner of the vessel but it seemed better to take a draft for the excess on Knohr & Burchard. I am sending the accounts to Captain Lubcke with an explanation of the excess. The ship may be able to go to Port William this afternoon, and will leave finally about the 21st or 22nd.

3. The enclosed copies of depositions and finding of the Court of Enquiry as to the abandonment of the Invernessshire were sent to me yesterday; I thought it as well to purchase the copies and send them to you. Captain Flett returned by the Oravia this morning and informed me that he is to resume charge of the vessel and proceed on the voyage. The Administrator was doubtful, in view of the report of the Court of Enquiry, as to whether the crew could be compelled to proceed

F.E. Cobb Esq.,

Managing Director,

London.

332 per Oravia (12.7.10) 2.

in the ship. The owners cabled the Captain to obtain the necessary chain here to replace that lost at Bull Point, but we have none large enough and he is cabling back suggesting that they should purchase at Sandy Point some that he saw suitable there. I am replying to your cable that Captain Thomas was in charge of the Invernessshire from Bull Point to Stanley - there was no one at all on board belonging to the ship. The Captain has been with me this morning and is very irate that Captain Thomas was on the Invernessshire; he says he had no business to leave the tug etc. and should have left the ship to Captain Birch. No doubt this would have suited them admirably, as they would have tried to contend that the Receiver of Wrecks, by his representative Captain Birch, had really brought the ship to Stanley. It is very difficult to say what is the value of the ship and cargo - you will see that the Master, in his evidence at the enquiry, stated that the ship was insured for £12,000, but of course this is far in excess of the real value. A Copy of the Manifest is enclosed, but the weight of the iron and steel is not stated; any estimate therefore here of the value of the ship and cargo can only be conjectural. I have cabled £13,000.

I am,

Sir,

Your obedient servant,

EnclosuresOriginals

Suppl. Store Indents 422 .

Remarks on Stores .

1rst of Exchange No.2638 for £ 1250:0:0 on Messrs. Knoehr & Burchard with a.c.f l.

" " " " 2639 " " 203:6:7 - do -

Ship "Copley":Accounts .

Copy of final Survey Report .

Ship "Inverness-shire" ;Court of Enquiry:Copy of depositions & finding .

Copy of Manifest

" " Letter to Receiver of Wrecks

" " Memo from - do -

Suppl. Remarks on Accounts

Statement on Accounts

Circular to Recipients of Bonus

Copy of letter PSNC Liverpool with account.

" " " to E. Pinto Basto & Co.

Specifications:- Wool Skin Casings .

2 51 27

A&B

3

ORCOMA

August 8th

10.

583

Sir,

My last despatch left per Oravia on July 12th and I received per Orissa on July 27th your despatch 1077, letter of July 1st and telegram "Sirali Darwin afgeperkt Garland "termless Felton odiosas whaleman."

2. 1077-3. A contract has been made with Messrs Salvesen to perform the West Falkland mail Service with their whaling steamers on the lines reported in my 379-15. The steamer is to call at Stanley on the Wednesday after the outward steamer is due; she is timed to leave the same night calling at San Carlos at noon next day, and arriving at Fox Bay that evening. She will therefore call at Stanley once in four weeks only - passenger accommodation can hardly be said to exist at all. I understand there is some proviso in the contract by which the Government can call upon them to make an extra trip to Stanley if a large number of passengers are expected by any particular steamer. There will certainly not be much room for cargo. Cameron is paying £5 per month for the steamer to call there.

3. Par. 4. The work done on the Ragnhild last year in the way of re-stowing cargo was charged to Company's Shipping; if any is required this year we will take care that it is charged to the Farm.

4. Par. 5. The time occupied by the Malvina on the two trips to the Chartres was 33 days, March 24th (not 22nd) to April 25th; the schooner had good luck, and at that time of the

F.E. Cobb Esq.,

Managing Director,

London.

385 per Oroma (8.3.10)

2.

year the days are decently long. The record of the two schooners for the last two months is simply disastrous.

5. Par.7. I will inform Mr Wattne of your decision with reference to commission to be charged on cash advances to the New Whaling Company; now however that they are to receive a large subsidy from the Government they will have cash here and may be in credit. They will be compelled to have someone in Stanley to issue passage tickets, as the steamer is timed to arrive Wednesday evening and sails the same night. If they ask us to do this we must be paid and I will suggest to Mr Wattne that 5% on the gross receipts would be a fair commission.

6. Par.10. The Copley sailed on the 18th July, the delay being caused by the First Officer. The accounts were sent up to Captain Lubcke, and I have received a reply from him that he has explained everything to the V.H.A., and he fully expects that the accounts will be allright.

7. Par.11. The development of the incendiary fire question is most interesting; the Secretary of Lloyd's, Captain Inglefield, was here in command of H.M.S. "Swallow" in 1900 and was quite pleasant in all his dealing with the Company. Of course, I do not know whether he imbibed any prejudice against us through Grey-Wilson, who was Governor at the time. I am dealing separately with the matters mentioned in Mr Connell's letter to you.

8. Par.12. In my despatch by last mail I explained the exigencies that prevented the Samson leaving earlier to try and get the Malvina off. She left on July 19th and returned on the 25th without having accomplished anything. An extract from Captain Thomas's log is enclosed; you will see that he is of opinion that she cannot be fitted up again as a schooner, and further that to get her off and transform her into a lighter would be very expensive. On receiving the report I cabled you at once via Punta Arenas "Malvina cannot be repaired". Although Captain Thomas says that it will be expensive to make

385 per Orcema (3.8.10)

5.

a lighter of her I think we ought not to give up the idea, for we simply must have more lighters ~~xxx~~ soon. We are rather flying the face of providence by continuing to use the Tilton, but cannot help doing so; we place as little mail cargo as possible in her, but after every outward mail she must be pumped out the first thing in the morning, and when she has had a fair weight the water is found to be above the floor or ceiling - then again a few nights ago the Rosa Baker, which was placed alongside the Raguhild for cargo, leaked so badly that men had to work all night lightening her and pumping her out. In this case the leak can be stopped by caulking the topsides - she has not been loaded deep for some months. I hope therefore that the Directors will not object to incurring some expense in another attempt to get the Malvina off. I am now in some doubt as to what course should be pursued with reference to the value of the wreck as she lies. We have salvaged the windlass, boats, sails and gear, as per enclosed list, and I put the gross value at £70. The cost of the salvage should be on some percentage basis, 33 $\frac{1}{3}$ or 50%, and the wreck as she lies would fetch possibly £50, if put up to auction. By next mail I may receive from you a reply to my 379-12, in which it was suggested that you might be able to come to some arrangement with the underwriters of the hull. In that I wrote "if she cannot be got off, we will salvage all that is possible and sell what is left on the spot", but unless the Samson can go out again in decent weather with time in which to work, we cannot say whether she can be got off. I ought to mention that Captain Thomas was much handicapped by the influenza as explained in a subsequent paragraph. Most of the crew were pretty bad. I confess I do not like abandoning the attempt to get her here to Stanley for a lighter.

9. Par.16. I gather from your telegram that some outside steamer has been chartered to convey the canning plant, and you may have been able to arrange for her to go up Choiseul

588 per Orcoma (8.8.10)

4.

Sound. After discussing questions with Mr Allan by telephone I have decided to have the Garland towed to Darwin as soon as convenient. She must be ballasted, and we will put some 30 tons of sand on board and land it at Goose Green from her - this will save Mr Allan getting it across from the North side of the Sound. Then he requires some long spars for sheer legs for erecting the new chimney and these can be sent out in her. When the steamer arrives the Samson can go round and tow the Garland to her.

10. Par.17. I have never heard of a George Price Kinsey, and cannot find anyone who has any recollection of the name. If he was really here, he must have passed under some assumed name. If the Solicitors could give more detailed information as to where he was working, we might be able to ascertain something.

11. The Resident Surgeon of the Buenos Aires Hospital wrote direct to Dr. Foley as to Dixon's case - copy of his letter enclosed. It is a difficult case to deal with, as apparently nothing further can be done. He is able to work in the Store as a rule, but cannot do any manual labour - he is useful for tallying and checking, but there is no regular work of that description.

12. The schooner "Hattie L.M." went ashore at Bleaker Island on the reef near Halt Island on July 19th; she was got off but was blown on to the reef again, and the second time went higher up. She is reported to be full of water and there does not seem to be much prospect of saving her. She had outward cargo on board as per enclosed list, and eight passengers, one of whom, Mr Waterson, was bound for Bleaker Island. We have a claim on the underwriters under our coasting policy of £260. I have no definite information yet as to what cargo if any has been salvaged. Messrs Holmsted & Blake's cargo ex Orcoma, invoice dated June 30th, was on board.

13. A complete list of the names and amounts paid for Bonus 1909 is sent herewith.

14. We find that most ships are now provided with the new

588 per Orcoma (3.3.10) 5.

Scott's Code, 10th edition 1906, and I think it would be as well to have one in this office, as it is more than likely that it may be wanted. Messrs Thos. Law & Company have had to telegraph to me as to the Invernessshire, and some other occasion may arise in the future.

15. I regret to report that there has been a bad epidemic of Influenza here for the last three or four weeks, and I think that not a single house has escaped. It has at times almost paralysed the work, and especially schooners. Osborne has been so bad that I have had to send the Lafonia away in charge of Captain Maatz for a trip. Fortunately, in this office all have escaped any attack.

16. Captain Anderssen of the Ragnhild tells me that if we loaded a small sailing vessel with wood direct from a Swedish port we should save very considerably; the Ragnhild, if loaded direct, would carry about 210 standards of timber, for by sailing direct she would carry a good deck load. He tells me that the price per standard for boards is from £7 to £10, flooring about £8, and as far as I am able to work out the prices this would be a considerable saving on Livingston's. I am sorry to say that some of their wood is very inferior - so far I have seen only some of the $\frac{3}{4}$ X 9 and 1 X 9, and find the planks split right up the middle, rendering them perfectly useless.

17. Par. 15 and letter of July 1st. I do not think there can be any room for doubt that the Samson performed the salvage service on the Invernessshire; and one of the whalers secured this, I should certainly not have incurred the cost of cabling to you to claim salvage. My cable to Lloyd's stated "tug has been sent from here", so that it could only have been the Samson. I enclose a further resume brought up to date. On Captain Flett's return from Sandy Point the vessel was released, but the crew declined to proceed with him, and in view of the recommendations of the Court of Enquiry, the Administrator would not take any steps to force them back on board, and cabled to the Board of Trade via Montevideo. The outward mail ~~then~~ brought me a telegram from the owners "Discharge Master

383 per Orcoma (8.8.10)

6.

"appoint Mate, grant certificate seaworthiness, despatch her
"without delay, she must on no account be delayed", and the
Administrator also received reply from the Board of Trade that
the crew must proceed in the ship. The Mate was thereupon
put in charge, and a survey held to ascertain if anything was
required to be done to the vessel. The crew, however, twice re-
fused to go back on board, and were sentenced to ten weeks hard
labour; after a day of this they asked to be allowed to go back
and are now on board. Now it appears that the original second
mate has no British Certificate and the ship cannot leave with-
out a certificated mate - I have therefore written to Wilson's
to send one down from Montevideo, or if they cannot secure one
there, to cable to the Owners to send a man by the Gravia. If
the ship has to wait for that, it will mean a further six weeks
from now.

18. The casks of oil for the Malvina engine sent out in the
Ragnhild are now of no use; we cannot sell it for lamps or there
would be disasters, and if kept here it will only leak away. It
seems to me that as it is doubtful whether we shall have enough
tallow to fill the Ragnhild home, we might just as well send it
back.

19. The Ragnhild arrived on July 20th, and is still discharg-
ing here; the paraffin has leaked badly, and some of the wood
has suffered, but not a great deal - otherwise the cargo is
coming out in good condition.

20. James Steel, Mason, leaves by this steamer; he produced
the enclosed certificate from you dated May 1877 with regard
to passages. He has of course had his own, and asked whether
the Company would pay the passage of his daughter, who has never
been away from him. I said that it must be decided by you -
that he must pay the passage now, and if you decide to allow it
to him, the refund could be made at home.

21. Captain Nielsen, who has been appointed Manager of the
New Whaling Company (Messrs Salvesen & Co) came here last week
in the small whaler which took out the West Falkland mail. He

385 per Orocma (3.8.10)

7.

hopes to return at once for the Sabine and get her towed to New Island, arriving in a couple of days time, but we have at present a bad Easterly gale blowing and I doubt if his small boats could face it.

I am,

Sir,

Your obedient servant,

888 per Proema (S.S.10)

ENCLOSURES, Continued.

Schooner *Maivina*- Abstract of Samson's log

List of Articles salvaged.

Mr Vere Packer's claim on Oil per Ragnhild and Lloyd's Agents certificate.

Extract from letter from B.A. Hospital re Dixon and copy of Dr Foley's letter

Mr Cobb's letter of 16th May 1877 re J. Steel's passages.

Memorandum dated August 4th

Copy of telegram

Specification and Bills of Lading per *Duendes*

Copy of letter to F.E. Cobb Esq, August 2nd

Statement on Accounts

Bonus List, and letters from McCall and Finlayson.

Letters for A.E. Allen and W.C. Girding.

Accounts Current:-

	Original.	Copy.
Holmsted & Blake Ltd		1
Bertrand & Felton		1
J.L. Waldron Ltd.	1	1
Port Stephens	1	1
Public Island	1	1
Mrs C.H. Williams		1
J.J. Felton		1

Specifications:-

	Wool.	Skins.	Tallow.
W B D	184	14	
H G C			89

ORISSA,
384.

September 5th 10.

Sir,

I wrote last per Orcoma on August 9th and received on the 24th ultimo per Oropesa your despatch 1078, letters of July 28th and 29th, and telegram of August 19th.

2. Par.7. Had Captain Maatz gone to England he would have taken the opportunity of getting a certificate of competency; I think it will be well to let him have one of the schooners to replace Ennenga.

3. Par.8. I think it will be admitted that the course taken as regards the Malvina was "all that a prudent owner on spot "ought to do to save the property," and has resulted in the saving of nearly the whole of the cargo. As regards the vessel herself there can be no doubt after Captain Thomas's last report that the expense of getting her to Stanley and repairing as a schooner would exceed her value, and I am reporting this to Lloyd's by this mail. Take as an example, the cost of repairing the Hornet after her collision with the Albatross; this accident occurred in Port William, whence she was towed to Stanley Harbour next morning and there was no damage below the water line, and yet the cost of repairing was no less than £722. The Malvina must be badly damaged in the bottom, is lying nearly 150 miles from Stanley and at a place where the tides cannot be relied upon - we might send the tug again at a heavy expense and still be unsuccessful, and

F.E.Cobb Esq.,

Managing Director,

London.

384 per Orissa (5.9.10) 2.

under the circumstances the only course is to put the property up to auction.

4. Par.9. I fear that with the new Manager at New Island our chances of having the use of their slip for the Samson are much diminished.

5. Par.13. Captain Flett, late Master of the Invernessshire, left by last mail. I am able to enclose a copy of the protest made by him here, which shews fairly clearly who has expressed the indignation you mention as to the tug not having picked up the Master and crew first. He states that he was "compelled" to anchor in a dangerous place on a lee shore and imminent "peril to the vessel and the lives of those on board." When the tug arrived, the latter were at Fanny Cove, (not in Bull Road, whence they could have kept a watch on the ship and returned to her within an hour or so,) and yet he is indignant that the tug without any delay rescued the ship from her imminent peril. I sent for the logbook, but found that the Captain had not kept any at all, and had not even signed the Mate's logbook once; the official logbook was absolutely blank. I got Captain Hodge to make another protest from his logbook. It is very unfortunate that Wilsons were unable to find a certificated First Officer either at Montevideo or Buenos Aires; the vessel must now await the arrival of an officer from England. Copy of correspondence with the London Salvage Association is enclosed herewith- from their letter it would appear that the cargo is insured for about £7600.

6. Par.14. On the receipt of your despatch I telephoned to Mr Allan as to additional accommodation at Goose Green, and cabled you via Punta Arenas the word "RUMECAN", signifying that he required additional accommodation for 20 men and also one dwelling house. We had to do a good deal to the Garland before she could be towed out - the cabin cleared out, some bunks knocked up, the steering gear, pumps and rigging attended to, and from 100 to 150 tons of ballast put on board. We have

384 per Orissa (5.9.10)

3.

used sand for this, as Mr Allan will require a large quantity and he would have had to send some distance from Goose Green for it. We are sending him out three of the Glengowan yards 80 feet long to form sheer legs for erecting the chimney, also a strong winch, blocks etc. I am writing this before the mail closes, and hope to be able to report that the hulk has left Stanley.

7. Mr Nilsen, the new Manager of New Island, arrived in Stanley on August 10th with two small steam whalers to take out the Sabino; she was towed to Port William the same afternoon, was ballasted with barrels filled with water, and stone from Sparrow Cove. The weather was boisterous for some days, and she left in tow of the two whalers at 11 pm on the 16th. Mr. Nilsen came to Stanley with the West Falkland Mail, and informed me that they encountered a gale going out and had to put back to Port Egmont, but reached New Island safely on the 21st August.

8. Mr T. Sharp wrote by last mail enquiring whether the sale of his share of Berkeley Sound Farm to Mrs. Smith had been settled, and I have replied that the matter is being attended to in London, as Mrs Smith is now in England. Under the third clause of the Instrument of November 19th last, signed by Mr Sharp, he is entitled to interest at 5% from March 31st 1909 on the unpaid balance of the purchase money, and I would suggest that one year's interest (£200) due on March 31st last should be paid without delay.

9. Your telegram of August 19th enquiring whether farmers would pay ½d per lb. on wool and sheepskins gives me the opportunity of offering a few remarks on the question of a coasting steamer to replace the schooners. I have hitherto hesitated to write much about this, as I know that you feel that a steamer could not pay, and that there is as you state in paragraph of your last despatch the ever present fear that she may break down or be wrecked, and bring everything to a

884 per Orissa (5.9.10) 4.

standstill. In the face of this I have felt that it would not be becoming on my part to suggest that schooners should be replaced by a steamer, moreover if a steamer had been sent and proved a failure, the responsibility might have been placed on myself. I may however now write candidly what I feel about the matter, and will first detail my reasons for thinking that it has practically become a necessity, and afterwards discuss the financial side. You will probably remember that when you were here, Mr Blake being present at the time, I mentioned that we should eventually be driven to steam by the fact that we cannot get crews or Masters for the schooners. To begin with - we shall never find another Rowlands, for with the advent of steam his type seems to have died out. Younger men who have any go in them go into steam, and will not knock about the coast of the Falklands in all weathers for £12 a month. Emmenga as you know is pretty well past work, I tried young Jones and had to turn him out after a couple of trips, and we are at present dependent upon two skippers, Osborne and Maatz, and they know it. Osborne lost one schooner and has not had the same push in him since; Maatz and Bundes (the skipper of the "Hattie L.M.") both made smart trips and both lost their vessels in a short time, and the moral of it is that you cannot get quick work out of schooners on this coast without great risk of losing them. It may be said that Rowlands did it but as I have said above, you cannot get another like him out here, nor apparently are such to be found at home. Then you have the same difficulty as regards crews - years ago you had shipwrecked crews to draw from, or you could get men from Montevideo, but nowadays sailors seem to be the scum of the earth, and their predominant idea is to set fire to their ship. To do the coasting work efficiently by schooners three vessels are required, one larger than either of the two present survivors, and their work should all be done during the six months of decent weather as mentioned in your letter to me of February 25th, as follows:-

384 per Orissa (5.9.10) 5.

"If the schooners can be made to work more quickly
 "I look forward to the time when, after bucketing them ~~at~~
 "about from early in December, you may have to consider
 "in June whether you will have to pay off and lay up one
 "or two of them, leaving the third to do odd jobs in the
 "Winter. With full earnings while working and a cessa-
 "tion of expenses when laid up, the vessels will have a
 "better chance of shewing a profit than at present."

If the above could be carried out, nothing could be better, but after an experience of over 18 years in the Company's service I do not see how schooners can be made to work more quickly for the reasons above stated, namely, that suitable masters and crews cannot be found. You mention laying up two during the winter months, but what is to become of the crews during that time? We cannot employ a dozen extra hands here, the farms do not want them in the winter, they cannot starve and would have to leave the Colony. Then in November the question arises, how are we to replace them? I am aware that a similar difficulty may arise in the case of a steamer, but in a lesser degree, for during the winter months there would be a lot of work to be done in the way of overhauling the machinery, and chipping and painting the hull. Under this heading there are other points worthy consideration - for one thing there is more produce collected than the 6000 bales mentioned in your 1078-8; during the last two years schooners have brought to Stanley:-

	1908.	1909.	AVERAGE.
Wool	6243	6914	6578
Sheepskins	830	1227	1028
Tallow	876	1151	1013

Chartres wool to be added in 1910.

so that more than 20 trips would be required, instead of 15; and is there not a prospect of our getting the Port Howard and Port Stephens produce if we are in a position to guarantee

384 per Orissa (5.9.10) 6.

its being shipped home for earlier sales than they are now able to catch with sailing vessels, more especially as I believe small sailing vessels are becoming scarcer every year? Then there will be the produce of the Canning Factory, but besides the actual output to be brought from Stanley, the point occurs that you are now erecting at Goose Green a canning plant capable of dealing with say 50,000 to 60,000 sheep. If it turns out that canning pays better than simple boiling down the West Falkland farmers will want to make more out of their sheep, and instead of having a canning factory of their own, might sell the carcasses to the East factory if there were means of quick transport. Therefore on the whole it would seem that there is a prospect of enough work for the steamer - I have not touched on the question of the West Falkland mail service and subsidy, for with Governor Allardyce I think we should endeavour to make a steamer a success without his aid, and his aid would mean his interference. I doubt if the whalers will continue the mail work after a year; they find that the trips to Stanley interfere with their work, and cause trouble with the crew, who lose their whale money in consequence. The West Falkland people are already very dissatisfied with the whaler's present services, and if we put on a decent steamer, we are bound to get the mail service, if we want it. The above deals with the advantages or points in favour of or shewing the necessity for a steamer, and we now have to consider the objections or impediments, which are practically the two points stated in your 1078-8, that she would not pay, and that in the event of a breakdown or loss, the whole business of the place would be disorganised. As to the financial question, immediately upon the receipt of your telegram I circularised the farmers as per enclosed letter, but so far have not had time to receive many replies. The morning after the letter was written Mr Greenshields, who was in Stanley, called at the office and said at once that he would pay $\frac{5}{8}$ d. This is elo-

534 Mr Crizza (5.9.10) 7.

eloquent, for Mr Greenshields though not a regular client, is near Stanley and has better loading facilities than any. The Lafonia is able to go alongside his jetty and load in a day, therefore the steamer could easily do likewise. Mr Packer agrees with certain reservations, and his terms are quite close; Mr Allan telephoned that Mr Banner had written saying that he would pay the $\frac{1}{8}$. So far therefore it looks as though farmers will pay more freight; it is not to be expected that they will like it and some may simply decline, but it seems to me that they will be compelled to come into line eventually, as they will have no other means of shipping their produce. The last outside schooner has gone, and I do not think that others will risk burning their fingers for some time to come. The principal and most forcible impediment to a steamer has, I believe, been the eggs in one basket objection. If however a steamer has become a necessity, and if it has not already the time is not far distant, we must devise means to meet the difficulty. Is there any reason why a steamer could not be replaced quickly? I gather that there are firms that know every steamer on the market, and if our position were explained to them, they would be willing for a small retaining fee to keep an eye on a suitable vessel, or one that would do at a pinch. As soon as that particular vessel became no longer available, they would look out for another, and if there were no steamer for sale, possibly one could be chartered for a while. With a single vessel coasting and the attendant risk of complete stoppage, it would be up to the farmers to keep more stores on the stations, and have sufficient storage room for their wool. This would not apply so much to ourselves, as we should of course keep one schooner as a stand-by; as regards our wool, if the steamer were lost at the beginning of the season, I would meet the difficulty by towing a hulk to Walker Creek, dispatch the Samson and a lighter to Choiseul Sound, to run the wool from Darwin and store it on the hulk, whence a cargo steamer could take it direct. The North Arm wool could be run to

584 per Orissa (5.9.10)

6.

the being shipped home for earlier sale than they are now able to catch with sailing vessels, more especially as I believe small sailing vessels are becoming scarcer every year? Then there will be the produce of the Canning Factory, but besides the actual output to be brought from Darwin, the point occurs that you are now erecting at Goose Green a canning plant capable of dealing with say 50,000 to 60,000 sheep. If it turns out that canning turns out better than simple boiling down the W. Falkland farmers will want to make more out of their sheep, and instead of having a canning factory of their own, might send the carcasses to the East Factory if there were means of quick transport. Therefore on the whole it would seem that there is a prospect of enough work for the steamer. I have not touched on the question of the West Falkland mail service and subsidy, for with Governor Allardyce I think we should endeavour to make a steamer a success without his aid, and his aid would mean his interference. I doubt if the whalers will continue the mail work after a year; they find that the trips to Stanley interfere with their work, and cause trouble with the crew, who lose their whale money in consequence. The West Falkland people are already very dissatisfied with the whaler's present service, and if we put on a decent steamer, we are bound to get the mail service, if we want it. The above deals with the advantages or points in favour of or shewing the necessity for a steamer, and we now have to consider the objections or impediments, which are practically the two points stated in your 1078-8, that she would not pay, and that in the event of a breakdown or loss, the whole business of the place would be disorganised. As to the financial question, immediately upon the receipt of your telegram I circularised the farmers, as per enclosed letter, but so far have not had time to receive many replies. The morning after the letter was written Mr Greenshields, who was in Stanley, called at the office and said at once that he would pay £d. This is

384 per Orissa (5.9.10) 8.

Walker Creek by the schooner. No doubt a permanent hulk at Darwin would be a good thing, but I hope that the Gerland will not be annexed for that purpose; the hulk could be made more useful by fitting on board the old 7 HP Priestman oil engine from North Arm for hoisting goods or wool on board. I believe that steam is bound to come before long, and if it is to be a necessity we may as well make a virtue of it now that an opportunity presents itself. The profit derived from the sale of clients' wool and the sale of stores depends upon transport, and it has been admitted that we cannot have the profits without providing the transport. Even now there are many orders for stores which cannot be executed for want of means of sending them, and we are doubtless running grave risk of losing trade. The tariff of fares and freights charged by the Kosmos per S.S. "Malvinas" in 1888 may be of interest.

10. Mr Allan telephoned from Darwin that the Ragnhild will probably finish loading at Goose Green today. Owing to the bad weather the schooners have made very poor progress with the coasting work of late, and I sent the Gwendolin to San Carlos to take tallow direct to the Ragnhild at Goose Green, and thence to Port Howard and Speedwell for another load, which I feel ~~sure~~ sure will arrive in Stanley within a day or two of the Ragnhild. The LaFonia is getting a load from Hill Cove and Pebble Islands, and will also I hope be here this week. Even so, I fear that there will not be enough cargo to fill her and I offered to ship 130 empty iron drums from the Naval Depot @ 6/- each, and think we shall secure this freight.

11. It is doubtful whether the schooner Hattie L.M. will be got off the reef at Bisker Island, and I send you herewith papers in connection with goods shipped in her and insured under our coasting policy. I trust that the certified extract from the logbook will suffice for the underwriters. I hope that the cutter Magallanes will shortly bring to Stanley the 6 cases belonging to Messrs Holmsted & Blake and Bertrand & Felton. I am, Sir, Your obedient servant,

(384 per Orissa, 5.9.10.)

Enclosures:-

Duplicates .(Originals per Orcoma, Aug. 10th 10.)

Despatch No. 333.

Copy Stanley Cash Book for June .

" " Journal " "

Store Indents No. 423.

Remarks on Stores .

Stanley Ledger Balances to June 30th .

Store " " " "

Butchery " " " "

Remarks on Store Debtors .

Coasting Insurances .

Ship "Inverness-shire" :- Survey Report .

"Malvina" :- Copy of Samson's Log .

Bonus List .

Mr. Allan's Report , August 3rd.

Statement on Accounts .

Copy of letter to Lloyd's, August 9th .

Originals:-

Stanley Cash Book for July .

" Journal " "

Cash Voucher .

Store Indents No. 424 .

Darwin Store Indent .

Mr. Vere Packe's Indent d/- August 30th .

Remarks on Stores .

Insurance on Produce Return No. 92 .

Coasting Insurances .

Mr. Allan's Report .

Ship " Inverness-shire" :- Survey Report .

Copy Extended protest by Capt. Flett.

" corres. with London Salvage Assoc.

Enclosures 334 per Grisso continued .)

"Malvina" :- Claims under Coasting Policy

	Wool	Seaspakios.
Receipts for produce lost in:-2	51	27
	L. 94	

Coasting Steamer :- Copy Circular to Farmers.

" " corres. with Mr. Vane Packer .

"Kozmos" Freight & Rates of passages per
"Malvinas".

Shipping Report .

do. (South Georgia.)

Remarks on Accounts.

Statement on accounts .

Letter from Mr. A. McCall d/- Aug. 19th .

Copy letter to P.S.N.Co. Valparaiso d/- August 22nd .

ORCPESA.

October 3rd

10

385.

Sir,

I wrote last per Orissa, which left on 7th September and have received per Oravia your despatch No. 1079.

2. 1079-3. Following my report by last mail the Malvina wreck and gear were sold by auction on September 19th, the gross proceeds being £122.18. 6 and nett proceeds £113.14. 2, which is fairly near my estimate of £120. We purchased practically everything. I enclose accounts made up on similar lines to those of the Hornet in 1905, shewing that the nett amount due is £94.10. 2.

3. Par.4. Personally I would have preferred to say nothing further on the subject of the Lonsdale towage, but as you accuse me so directly of not reporting the undertaking, I am compelled to refer you to the Memorandum dated March 21st which accompanied the Lonsdale accounts and draft in which I wrote "We agreed with Mr Porter to make a reduction of £40 on the inward towage." A copy of the memo. is enclosed, but it is abundantly clear that it was sent for I find on the list of enclosures per Oravia March 21st:-
"Ship Lonsdale Accounts, (with memorandum)".

4. Par.8. I am glad to learn that £60 out of the £70 charged for services of Sanson in extinguishing the fire on the Deanmount will be refunded.

5. Par.9. We have none too many hulks in Stanley with the Garland, for the Vicar of Bray is past use and it is not safe to rely too much upon the J.P. Smith, which in 1895 broke away from her

F.E. Cobb Esq.,

Managing Director,

London.

385 per Oropeso. (3.10.10) 2.

Roorings (see despatches 24-18, 25-11, and 27-5), and was on the beach for about eight weeks. A report on the condition of all the hulks is enclosed. The Capricorn, being built of hard wood throughout, is in spite of her age, worth re-docking and spending money on. Our experience is that sheathing lasts very little time and is not worth the expense. We found that many of the butts of the Capricorn are bad, and the Great Britain requires a little more caulking and a few graving pieces. This work cannot be done during the Winter months and will be attended to as soon as the weather permits. If a hulk is required at Darwin I think your suggestion as to purchasing an old vessel, loading her with coal, and afterwards dismantling, would be far the best plan.

6. Par. 11. As soon as I heard that Captain Flett had "given away" a boat and aneroid I wrote to North Am, and got them back at once - you can hardly expect a shepherd to refuse things when offered; the Captain said that the aneroid was his private property. The new Mate arrived in the Oravia on September 21st, accounts were signed the next day and the vessel sailed on the 23rd. Captain Hodge refused to sign for disbursements which he had no hand in in-curring, and three accounts have therefore been made up, Captain Hodge's £792. 2. 7, Captain Flett's £164.16. 0 and Lloyd's Agent £276.19. 8. I enclose the accounts for £792. 2. 7 with Captain Hodge's draft on the owners for the amount and an account of expenses incurred by Captain Flett with a memorandum explaining the items. There was no time to obtain his signature to a draft on the owners whilst the Orcoma was in port, and I have no doubt that they will meet the account on presentation. Certain expenses were incurred by myself as Lloyd's Agent, and I have included in that account the expense of boarding the crew and the charge for a copy of the evidence at the Court of Enquiry, which no doubt will have been useful to the Underwriters. This account is being sent direct to Messrs Law & Co; a copy with a copy of my letter is enclosed with this despatch.

7. The Thorndale arrived on the afternoon of Sunday the 11th, and

385 Per Oropesa (3.10.10)

3.

and left for Goose Green accompanied by the Samson on the morning of the 15th, arriving there that afternoon. The Samson had anchored the Garland quite close to the jetty at Goose Green, in about 12 feet of water, to enable Mr Allan to land the bricks and sand with which we had to ballast her, so that she had to return with the Thorndale to tow the hulk to the steamer. Besides that, we had to send some men out to assist in the discharging, as the Thorndale carries only six sailors and seven firemen. The Samson returned to Stanley on the 19th to attend to the outward mail and tow the Inverness-shire to sea. The Oravia arrived on the 21st, the Inverness-shire was towed out on the 23rd, and I sent the Samson to Darwin on the 24th with the 15 people for Darwin who had arrived by the mail. She remained there until the Thorndale had finished discharging, namely the 28th, moored the Garland as near Goose Green as possible, and was ready to leave with the Thorndale next day, Captain Poole being anxious that Thomas should give him a lead down the Sound. We had however a very heavy gale from the South, and they had to wait until the 30th.

8. Par.14. I fully see that it is very difficult, if not impossible, to devise a plan of working the Canning Company which will not be open to some objection. A mail ago Mr Blake suggested whether it would not be simpler for us to run the business entirely, buying sheep at full rates, and allowing farmers who sent sheep to the works to participate in the profits, after deducting interest and depreciation, proportionally according to the number of sheep supplied. He asked me to sound Mr Packe and Mr Bonner, and the former is quite in favour of the idea - I have not had an opportunity of seeing Mr Bonner, but do not doubt that he would also agree. Then, however, we are confronted with the difficulty described at the end of your paragraph, namely that this would not give them such a direct interest in our works as an actual share in the Company, and if Cameron & Company offered them a better price for their sheep than we could afford we should have no hold on them, as would be the case if they were shareholders. At the same time we ought

385 per Oropesa (3.10.10)

4.

to be able to offer quite as much if not more than Cameron, as I gather that our works will be so complete that we shall be in a position to extract the last penny from the sheep.

9. Pat. 15. Since last mail I have received replies to the coasting steamer circular from nearly all the farmers and send you herewith copies of the same. You will see that with the exception of Fox Bay the farmers are fairly unanimous in agreeing to the increased rate and having steam; when I wrote the circular I thought of course that we should own the steamer and run her ourselves like our schooners, and the farmers will be under the same impression. If we run conjointly with Salvesen's I doubt very much if they will be so ready to agree to the increased rate. You will see from the letters from Mr Packe and Mr Bonner that they rely upon us to get their wool home as ~~possibly~~ cheaply as possible, and they seem fairly confident that it could be done at something less than 5d. I have told both that if this should prove to be the case, I am sure they can rely upon the Directors to bring down the rate, instancing the the case of freight on tallow per Ragnhild, which you voluntarily reduced when you found that finances admitted it. If however you are in partnership with Salvesen's, it is quite certain that they will not make any reductions. From our point of view we have run vessels not so much to make a profit on the coasting but in order to make profits in other ways, not as shipowners in the strict sense, but because we could not help ourselves. Salvesen's however would do it to make a profit out of the ship itself, not for profits in some other direction, and I fear that we should then have a joint concern and the two partners pulling different ways. I do not deny that there would be some advantages in the partnership, such as having crews of ocean going steamers to recruit from, but I think the disadvantages would far outweigh these. You write of crews "not accustomed to the easy going ways of the Islands" to the disparagement of course of the men employed on the schooners, but I can assure you that the men employed on the whalers are by no means paragons. We have come to the conclusion that we cannot trust cargo to them at all if it can be avoided for they simply smash it up -

385 per Oropesa (3.10.10)

5.

their mail itinerary looks perfect on paper but instead of arriving here and getting away the same day their average is two days; the crews get drunk in Stanley and five of them were locked up the last time a whaler was here. Another point, if we are to run conjointly with Salvesen's, their Manager will have to alter his methods for one cannot trust a word he says; I do not of course wish this repeated to Salvesen's, but it is useless to rely upon his statements. One mailtrip, passengers were to be ready at 10 am - then 3 pm, then 4 pm, then 10 pm, and all were hanging about on the jetty not allowed to go on board, and the vessel left at 2 am in the middle of the night. The idea of getting the wool in in three months and then laying the steamer up is simply out of the question - there are stores to be got out, skins and tallow to come in, and the steamer would be required all the year, except say for two spells of four weeks for overhaul and a possible visit to Sandy Point for hauling up on a slip. By last mail I sent some figures suggesting a measurement rate of 45/- in preference to a weight rate of 5d, but I find that in many cases the former would be higher. Mr Bonner would pay at 5d some £120 more than at present, but a 45/- rate would mean £150 more. On the other hand, Mr Packe at 45/- would pay less than at 5d, but Mr Packe presses more tightly than most, and I think that a rate of 45/- would not be generally acceptable. I do not see how we could possibly charge a through rate by weight unless the PSN do likewise, for it is quite certain in that case that farmers will not strain their presses. You will doubtless have gone into figures on the basis of the 1909 produce, and I will wait until I hear more next mail. If we had a suitable steamer of our own, there would not be much fear of competition from Salvesen's. They wanted a station at South Georgia and by holding out the bait of a steam inter-insular mail service, induced Governor Albury to give them their station. Mr Best told us in Council that it was hoped that they would put on a special mail steamer, but it is evident that they do not intend to, as they find they cannot get the cargo to make it in any way pay expenses. They must however carry out their undertaking to do a steam service,

585 per Oropesa (3.10.10) 6.

and are now anxious to get out of it as quickly as possible.

10. When towing the Garland to Goose Green Captain Thomas found that the rivets at the bottom of the Samson's rudder were eaten away and the plates were parting out. On his return the rudder was taken off and two new plates put in, and we find that the plates which were new in Montevideo in 1905 are very badly pitted and worn. We have not been able to sight the bottom of the Samson since that year, and in view of the condition of the rudder plates it seems to me that we ought not to wait for the New Island slip, but during the coming Summer to arrange to send her to be hauled up on some slip at Sandy Point. I wrote by last mail to Stubenrauch asking if they could give me some information as to the probable cost.

11. During the last heavy shipwork the Smithy boiler started to leak and we repaired it temporarily, and lately we had an overhaul. Baseley was of opinion that the stays were rather weak, and I thought it as well to get an Engineer from the Thorndale to have an examination with him. You will see from his report that he does not consider it safe to work her at more than 45 lbs pressure, but this is not sufficient for the work. The boiler is very slow steaming, and after a few strokes of the hammer steam falls to 37 lbs and the hammer is then useless. Baseley is fitting up an economiser, and will endeavour to arrange a forced draught; if by these means we can make the boiler steam quickly, the difficulty would be overcome, but if the boiler does not respond and we find that there is not enough steam to run the machinery and provide the hammer, there will be nothing for it but to have a new one.

12. The French Ship "Marechal de Castries", Captain Coturel, with pig iron and sand from Dublin to Portland Oregon was towed by the whaling steamer "Vaila" into Reef Harbour on the 6th September. On September 2nd when about 120 miles to the WNW of the Falklands, her cargo shifted and threw her nearly on her beam ends. She drifted towards the Islands and was sighted about 10 miles NW of Sea Dog Island. It appears that the man in charge of the Vaila made a verbal agreement for £400, but Mr Nilsson, the Manager of

385 per Oropesa (3.10.10)

7.

the New Whaling Company, is claiming salvage. Mr Henry Waldron held an enquiry into the case, and furnished me with a copy of the proceedings which gives full details - a copy of this is sent herewith. Mr Nilsson wanted to tow the ship to New Island for repairs, but the Captain declined this and sent him a letter asking him to take him to Stanley in one of the small vessels, so that he might catch the outward mail to Punta Arenas to cable to the owners. As no reply was received, Captain Coturel got the Port Stephens cutter to take him to Brenton Loch, whence he walked to Darwin, and was fortunate enough to find the Sanson there ready to leave for Stanley the next day. He arrived here on the 19th, xx and a couple of hours later Mr Nilsson turned up in a whaling steamer in chase. Mr Nilsson applied for the arrest of the ship, and proceeded to Punta Arenas with Captain Coturel in the Oravia. Judging from the proceedings at Mr Waldron's enquiry there seems little doubt that salvage services were rendered. The value of the freight and cargo is small - the cargo is only 1300 tons of pig iron and the freight 8/- per ton.

13. The Ragnhil d returned from Goose Green on September 9th, and the Gwendolin and Lafonia arrived with full cargoes of tallow on the 10th and the 14th, so that we were able to fill her up. We shipped a quantity of old rope and other sundries as mentioned, and also 184 empty iron drums from the Naval Works at 6/- each; I enclose copy of letter to the Colonial Secretary as to payment of freight on the latter. She left on the 22nd September - her disbursements here amount to £43. 5. 0, as per accounts enclosed.

14. We had a longish meeting of the Legislative Council on the 19th to consider the Estimates for 1911, and the enclosed copy of the Minutes may be of interest. You will see that the Government propose to lend the Volunteers the sum of £1100 from the Land Sales Fund for the purpose of building a Drill Hall, which will include Officers Room, Billiard and Reading Room and a Canteen. There is not the remotest chance of the money ever being repaid, and it is really a scandalous proposition. Mr Packe and I have protested vigorously against the loan in a letter to the Administrator,

385 per Oropesa (3.10.10) 8.

copy of which is sent herewith.

15. I submit herewith a suggested division of the salvage of the Lonsdale; I have put the share of the Chief Engineer much higher than in the list you sent me, for really his services were extremely valuable, and it should be remembered that all the others with the exception of Captain Thomas received their usual overtime pay at the time. Baseley's share should therefore approximate more to that of Captain Thomas. I hope that you will approve of my giving £25 to the clerks in the office, whose work was very considerably increased by this case. As regards myself, I reported that the Bremen underwriters had refunded through my Bankers the expenses of my journey to Montevideo; although this amount, £25.13. 4, is actually debited to the Lonsdale. Will the Directors allow me to retain the same as some extra remuneration in this troublesome case?

16. I have to draw on you very heavily by this mail in favour of the Crown Agents - the draft for £8000 being, I think, a record. It has been necessitated by having had to pay large sums into the Savings Bank, the principal being Mrs Robson's £2900, Mr D, Smith's £1000, and the two Fells over £1100 each; in addition to this there are the usual cheques from the West Falklands and our own camp, the latter amounting to over £1500. You are aware, I think, that depositors have to send in their books for examination on 30th September, and they take that opportunity of making a deposit in the Bank.

17. Since writing paragraph 10, I have learned from Mr Nilsson that the New Island slip broke down whilst one of the small whalers was on it; they had great difficulty in getting the vessel off without damage. There is no doubt that the slip was built on too soft ground.

I am,

Sir,

Your obedient servant,

585 per Oropesa (October 3rd 1910.)

Enclosures:-

Duplicates:-(Originals per Orissa, Sept. 5th 1910.)

Despatch No. 384
 Cash Book for July .
 Journal " "
 Store Indents No. 424 .
 Remarks on Stores .
 Insurance on Produce No. 92.
 Coasting Insurance .
 Mr. Allan's Report , Aug. 31st 1910.
 Ship "Inverness-shire"
 "Hattie L.M." Claims under Coasting Policy .
 Specification per Orissa .
 Remarks on Accounts
 Statement on Accounts .
 Letter to F.E. Cobb Esq., Sept. 7th 1910.

Originals:-

Stanley Cash Book for August .
 " Journal " "
 Cash Voucher West Store .
 Store Indents No. 425.
 Remarks on Stores .
 Messrs Dean & Anson's Indent .
 Mr. Vere Packe's " .
 Coasting Insurances.
 Mrs. Dean's cheque on London Joint Stock Bank. for £ 181:14:0.
 2nd of Exchange No. 20/79 d/- Dez. 23rd 1908 for £ 10 on Anglo S.A. Bank
 1st " 392 for £ 10:8:7 fav. M. Jennings on Banco de la
 Nacion Argentina .
 1st " 64684 " £ 8:12:0 fav. M. Jennings on Banco de la
 Provincia Buenos Aires.
 1st " 2647 on Thos. Law & Co. for £ 792:2:7: with 1/a.
 Ship "Inverness-shire" Accounts (Capt. Flew 3 copies.)
 " (Capt. Hodgc.)
 " (press copy of Lloyd's Agent's Account
 with letter to Thos Law & Co.)
 French Ship "Maréchal de Castries":- Report of Enquiry by Henry Waldron
 Esq.

Mr Allan's Report

(Enclosures 385 per Oropesa continued .)

Ekn. "Ragnild" :-Accounts.

Wreck "Malvina" :-Account shewing proceeds of Auction & copy.

Ship "Lonsdale" :- Memo on Towage .

Suggested division of Salvage .

Stanley Huiks :- Report on .

Coasting Steamer :- Further replies from Clients .

Report on Smithy Boiler .

Remarks on Accounts .

Statement on Accounts.

Estimates 1911- Copy of Minutes of Legislative Council.

Proposed Loan to Volunteers :- Copy of correspondence with Administrator.


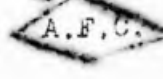
Copy of letter to Colonial Secretary re Admiralty Drums per Ragnild.

Shipping Report .

Specification & Bills of Lading per Ragnild with copy of letter
of Sept. 20th to F.E. Cobb Esq.

Remarks on Cargo , shipped per Ragnild .

*Letter for Falkland (2)
Letter from W.H. Dalton to National Rifle Association*

Specification:-	Wool	Skins	Tallow	Hides .
H.&.B.			55	
J.H.D.			91	
SI	7		31	
W.P.			9	
S				
Fitzroy			11	20
			12	
		6		1
F	42	3		

October 17th 1910.

The Falkland Islands Co. Ltd.

London.

Despatch No. 386 per Corcovado (17.10.19).

Store Invoice No 426 (Supplementary)

Parcel Receipt for Clocks etc.

Letter from San Carlos North Rifle Club to National Rifle Assoc.

Specification and Bills of Lading per Corcovado.

CORCOVADO.

October 17th

10.

386.

Sir,

The Corcovado arrived on the morning of the 14th inst., and will leave either this afternoon or early tomorrow. She takes all the produce we have on hand, specification and Bills of Lading of which are enclosed. I take this opportunity of sending duplicates of mail per Oropesa, which left on the 4th instant, and am cabling you via Montevideo "LABATASAMA FEDERAL WRAYCASTLE WALMSLEY.

2. Messrs Stubenrauch & Co write as follows with reference to the question of hauling the Samson on a slip:- "We have asked for tenders for putting this vessel on the slip and we have been quoted the following prices. For hauling her up use of slipway, and floating again £165 (one hundred and sixty five pounds; for cleaning and scraping the hull, giving two coats of minium, and two coats of patent paint to the water line, and two coats of coloured paint above water line, £180 (one hundred and eighty pounds), paint and all other material to be for the account of the contractor."

Seeing that the New Island slip cannot be relied upon it seems imperative that we should send the tug to Punta Arenas to sight the bottom, and it would no doubt be advisable at the same time to have the new crank shaft put in. I asked Baseley to make out a specification of what is required to be done to the machinery and enclose the same for you to say whether it should be carried out at Punta Arenas if it is decided to

F.E. Cobb Esq.,

Managing Director,

London.

386 per Corcovado (17.10.10) 2.

send her there. Baseley says that if we had had a larger lathe a good deal of the work could have been done here, our lathe is 7" centre and takes 2 feet only. I mention this in case Messrs Jacobs and Barringer should express surprise that we do not do it ourselves. No doubt this work will be expensive at Punta Arenas, but we must face the expense or risk a disaster with the tug.

3. I enclose a copy of a circular which I am sending round with reference to raising a small fund for the endowment of the Stanley Cemetery. As an unofficial member of the Legislative Council I have been on the Burial Board for 11 years, and in addition have taken considerable interest in the Cemetery question. The Company have put up two headstones there for Langdon and Rutter, and I should be very grateful if the Directors would give something towards the funds.

4. Mr Packe is very anxious to have telephonic communication with Fitzroy in connection with the Darwin Telephone, and would like it if possible finished before next winter. He mentions two ways in which it might be done, (i) by switches at Mount Pleasant and in this office, (ii) by direct communication, utilising 15 miles of the Stanley-Darwin poles. I think that the latter scheme is the only one practicable, for a second switch at Mount Pleasant would be an undesirable complication, and we have really more than enough interruptions in this office now from telephone calls without adding to the number. The telephone account owes Mr Packe the sum of £151. 4. 0 for cinching out the poles, and this sum is still outstanding. Mr Packe has written to you on the subject, asking that materials may be sent out to suit whichever scheme is approved. I sincerely trust that you will select the one providing direct communication. We have at present in Stanley some 250 poles and 170 pole roofs; all other material required would have to be sent out.

5. I am in some doubt as to how to deal with the accidents to workmen. I employed Dixon, whose case I reported, as Night Watchman for some time on the "Inverness-shire", but he is now

386 per Corcovado (17.10.10) 3.

back at the Store; he is not able to do a man's full work and Stanley Wages Account suffers. Now we have another case, C. Perring, who some time ago ran a wire into his hand between the first and second fingers. If the finger is bent back or strained in any way the hand swells up and he is unfit for work - this has happened three times and he has appealed for compensation. Dr Earl tells me that it is difficult to say for certain that the swelling is caused by an injury from the wire, and Perring assures me that he never had anything wrong with the hand until the accident.

Coturel

6. Captain and Mr Nilson returned from Punta Arenas in the ^{steamer} ~~steamer~~ Oropesa, and it was only just before the ~~steamer~~ was leaving that the latter informed Captain Coturel that he had arrested the Marechal de Castries for salvage. I was able to keep the Oropesa for about an hour to enable Captain Coturel to telegraph to the owners informing them, and also replied to the London Salvage Association who cabled me for particulars about the vessel. I had thought of negotiating to tow her to Stanley for repairs, but after obtaining fuller particulars have come to the conclusion that it would not be warranted; the lower deck beams merely require straightening and the deck stations are but very little damaged. We can supply from here two boats (one a lifeboat) and can, if desired, send them round by a schooner to New Island, if the ship is towed there for repairs. I think this incident demonstrates the character of Salvesen's new Manager pretty clearly - he obtained the warrant for arrest before leaving Stanley, was in the company of Captain Coturel on the steamer to Sandy Point, saw him there every day and returned to Stanley with him, and it was not until the Oropesa was on the point of sailing from here that he told him that the ship had been arrested. They have both returned to New Island.

7. The British Ship "Wray Castle", Captain Phillips 37 days out from Lobos de Tierra to Antwerp with guano anchored in Pa-

586 per Corcozade (17.10.10) 4.

Port William on the 13th instant. When off Staten Island on the 7th instant she encountered very heavy weather, and sustained damage to ironwork aloft, rigging and lost her wheel. She had lost several sails previous to this accident and will require to have some replaced. A survey is being held this morning, and if there is time a copy of the report will be enclosed with this.

8. Mr Allan asks me by telephone to let you know that they are making very satisfactory progress with the Canning Factory work at Goose Green.

9. I enclose copy of correspondence with Captain Poole of the "Thornhole"; this is merely sent in case the PSN writes to you about it.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Copy Stanley Cash Book for September
 Copy Stanley Journal for September
 Cash Voucher, West Store.
 Store Indents No 420
 Sight Draft No 82/863 on Anglo South American Bank for £4.10. 0
 Stanley Ledger Balances, September 30th
 Camp Wages Return, September 30th
 Samson - Baseley's report and drawing
 Copy of correspondence with Captain Poole
 Copy of Circular re Stanley Cemetery.
 Mrs Cantlie's letter with Cantlie's letter
 Statement on Accounts
 Specification and Bills of Lading (sent separately).
 Specifications:-

	Wool.	Skins.	Tallow.	Hides.
F		22		
S		14		
W M D				
R W	46	9	9	
F		21	37	28
R B C	32	3	10	7
McG		12		

ORAVIA

October 31st

10.

387.

Sir,

I wrote last per Corcovado, which left on the 17th, and received on the 18th instant your despatches Nos. 1080 and 1081.

2. 1080-6. On the receipt of your despatch 1078-6 in which you wrote that a sale by auction would be "the best course to pursue in the interests of all concerned," I decided to sell the Malvina wreck and gear, as it certainly seemed that my suggestion of a private arrangement with the Underwriters would not be approved, and this was done. After all there is no harm done, and incidentally it will prove to the Underwriters that we have acted in perfectly good faith, and that my estimate of £120 was as near as possible. I may mention here that an error was made in this office in typing out the list of gear salvaged - that list made it appear that there were two sets of sails, but there was only one. It should have read "One suit of sails consisting of Mainsail, Foresail, Staysail and Jib." I did not mention the engine as Baseley said it was impossible to judge what condition it would be in after so long an immersion. We hope to get the wool to Stanley in the course of next month; when that is shipped we will send a full account of the expense of salvaging and re-conditioning.

3. Par. 7. A second trip of the Samson was unavoidable as the Garland had to be shifted from the Thorndale, which was drawing 25 feet, to nearer Goose Green. It was very necessary too to get the 15 passengers ex Oravia to Darwin with a couple more men

F.E. Cobb Esq.,

Managing Director,

London.

387 per Oravia (31.10.10) 2.

engaged in Stanley.

4. Par.8. Dixon has been employed as nightwatchman on ships when one has been required, and at other times for tallying cargo. When there is no work at either of these jobs he has been employed in the Store. It seems that if he had been sent to Buenos Aires at the time of the accident for an X ray examination, he might have been cured; and now that there is some talk of a King Edward Memorial here I have thrown out a suggestion that any subscriptions might be devoted towards the purchase of X Ray apparatus, to be installed in the new accident ward at the Cottage Hospital. I understand that the apparatus would cost something over £100.

5. Par.9. I have not heard any suggestion here that the Hattie L.M. struck on an uncharted rock. All the skippers are fully aware of the long reef on which she ran, and agree that she should not have been sailed so close.

6. Par.10. Captain Anderson informed me that the Ragnhild could carry with a deckload about 210 standards of Timber, but I cannot find out exactly what a standard represents. He furnished me with a list of suppliers in Sweden, and will give you all information as he has loaded his vessel direct several times. We are sending by this mail a list of the sizes with which the vessel should be loaded, and hope that you may be able to charter the Ragnhild.

6. Par.12. We have always used oil sent for the Malvina for the Hornsby engine, but the quantity required for a $1\frac{1}{2}$ HP engine is so small that it will take up some years to use up all the oil. I fear that long before that it will have leaked out of the casks.

7. Par.15. I am very glad to see that you are insisting upon a real 20% reduction from the PSN on the outward freights. The correspondence is most opportune as the Captains of the mail-boats have lately adopted a very aggressive manner towards this Agency. The Orcoma brought 360 tons of cargo for here, delivery of which had to be taken in Port William. She arrived a day early and two of our lighters had cargo on board ex Corcovado

387 per Cravia (31.10.10) 3.

(wood and flour), which left only on the previous afternoon. Consequently there was a delay of from 1 to 2 hours getting the lighters alongside, but even so, the Orcoma got away in just under 17 hours. Captain Kite was most uncompromising in his manner, and stated that he intended to "report" us. What kind of rigmarole he will send I do not know, and suppose may add, do not greatly care. Most of the Stanley cargo was stowed in such a way that they could work only two lighters at a time, though four were placed alongside. They were able to put on some 20 men to fill the canvas slings, which would carry sometimes 50 cases each and it is obvious that these could not be stowed away in a lighter as quickly as they could throw them into the slings. Had they discharged into four lighters at once, we could have more than kept pace with them. Towards early morning their men got tired and our men had to wait for the ship. One point of contention was that I told Captain Thomas not to stand by with the Samson all night, as I was of opinion that he would have been in time at 6 am to take the lighters away. Captain Kite, however, made such a fuss that I let the tug stand by all night and the Orcoma left at 6.50 am. The cost in wages is really very heavy, as you will see from the enclosed account. If they want the tug all night, they ought to pay more than the £5.

8. Par.16. The shipment of the Cookhouse and Dwelling house is certainly a record; it has now all been shipped in the Gwendolin for Goose Green.

9. Par.14. Your criticism of the apportionment of return freight on local produce is quite unfounded. No fancy process is indulged in, for we follow the method that was adopted over twenty years ago, namely:-

Clients' Produce. One sixth to Company's Shipping, five sixths to Company's schooner. If discharged direct into steamer, all to schooner.

If brought in by an outside schooner, all to Co's Shipping.

Company's Produce. Two shillings per ton to Company's Shipping calculated on the measurements sent from London.

387 per Oravia (31.10.10) 4.

The figures you mention for 1908 and 1909, £726 and £559 are, I gather, intended to represent the amounts credited in the Ledger for those years, but a mistake of £50 must have been made in the former, for the exact totals are, £676. 6. 5 and £559. 3. 6. The Ledger does not however give the exact amounts earned during the year, for many months elapse before we receive the figures from you. For instance, we received only in May last the details of the return freight on produce collected last November and shipped by the Esmeraldas on December 6th, Company's Shipping's share of which amounted to £70. The only safe guide is the sheet kept here shewing the produce collected and the distribution of the local freight. I send you these in original for 1908 and 1909, and you will see that the amounts earned for storing and shipping produce in those years are £606 and £672 respectively. 1909 naturally shews an increase over 1908 as we shipped more wool and sheepskins that year.

10. A copy of the report of survey on the "Wray Castle" is sent herewith - we could not get it away by the Corcovado. As the Captain decided not to have anything done until he received instructions from his owners, it is impossible to form any idea of her probable disbursements - some ironwork and rigging must be done, but the total expenses will depend a good deal upon the number of sails he has made and upon the extent of repairing to the deck.

11. I enclose copy of telegram received by the Orcoma from the London Salvage Association and copies of my replies with reference to the claim for salvage made by the New Whaling Company against the French Ship "Marechal de Castries". Captain Coturel came to Stanley in the whaling steamer with the W.F. mail on the 27th, returning the same day; he informed me that after trimming the cargo the ship was towed to New Island, where the stanchions will be repaired. This will take some time as the cargo has to be shifted about in the hold, but he thinks that the ship will be all ready by the third week in November. He purchased a lifeboat here from us, taking it with him this time, and

587 per Oravia (31.10.10) 5.

hopes that Mr Nilsen will send a steamer to Stanley again in the course of a week or two for any telegrams they may receive via Punta Arenas; if so, he will take another boat back with him. Mr Nilsen is cabling now to Salvesen's to ask if the ship may be released, and must of course come to Stanley himself to make the necessary application to the Court.

12. We send a sketch ~~from~~ for a new Piston Block for the IP engine of the Samson. The main idea of this is to avoid having to remove the whole of the existing piston block when it is necessary to examine the rings, which should be done at least every six months. New rings are wanted for this engine, but before indenting for them Baseley thought it as well to suggest the improvement, which will not cost much.

15. I enclose copies of letters from Mr W. Stickney and Mr Bertrand as to the rate on wool and sheepskins. So far as I can see at present we shall have only two schooners for the commencement of the wool season, and we should not be able to collect any clients' wool for the March sales. We have usually managed to collect some from Hill Cove, Port Louis and Bonner's San Carlos and these clients will be very disappointed if we cannot do so again. Do you think that the plan mentioned in my 584-sheet 7 would be feasible? If the PSMC are willing to send a cargo steamer to Walker Creek we could tow the Garland there, and let one schooner run wool from Darwin and North Arm direct to the hulk during December and January - this would leave the other schooner free to get clients' wool, and I think the plan might work all right. The only difficulty would be the hoisting of the bales on to the Garland, which has what Mr Allan terms "an antediluvian winch". I had thought of the Priestman oil engine for this, but an oil engine is scarcely suitable for hoisting work - it requires a "constant" not an intermittent, load. There is a steam winch which has been in Stanley for over 20 years taken over from Dean, I believe which would be very suitable but we have no boiler to drive it.

387 per Oravia (31.10.10)

6.

14. 1081-2. The remuneration derived from shipping goods to clients on a $2\frac{1}{2}\%$ commission is certainly very trifling, but some years ago we came to the conclusion that if we did not do this, clients would employ other commission agents at home, and so long as we could perform this work without any extra expense to ourselves, we might as well have the commission as allow it to pass to others. Some clients now purchase through other agents, for instance Felton and Packe through Mr C.A. Brown and Packe Brothers through Sewell & Crowther; I notice, however, that Brown does not furnish the suppliers' invoices, presumably retaining the cash discount, and charges commission only on invoice cost, not on the total of the invoice with freight and charges. We on the other hand charge on the total disbursement, but do not retain the cash discount. I think it is quite evident that no commission agent could afford to do the work for a bare $2\frac{1}{2}\%$ on the supplier's invoice (that is on the comparatively trifling amounts handled) and clients must be aware of this. Mr Packe, however, says "what the eye doesn't see" etc. The question of profit derived from sales to clients was discussed last year, and in despatch 356-12 we said that we had come to the conclusion that our profit was nearer 20% than 25, after deducting the discounts allowed. In spite of the shipments on commission it is only fair to point out that clients' purchases are not diminishing; the total sales in 1909 amounted to £10,200, and up to September 30th 1910 the sales are £8600. In future when ordering goods specially for them, we will specify whether they are to be invoiced on commission or charged through the Store. As regards deliveries to our own departments, I admit that the prices charged do assist the ~~Star~~ Store profits materially, but have never advocated any change in the system as that would destroy the comparisons of Store profits with previous years. If we are to charge cost price, as you mention at the end of the paragraph, I assume this to be the invoice cost, with freight and charges which average about $12\frac{1}{2}\%$, except on building materials. My opinion, for what it is

587 per Oravia (31.10.10) 7.

worth, is, that the clients business is more value to us than the retail business in Stanley, and if any change is contemplated I should be more inclined to advocate shutting up the retail Store, or discontinuing retail credit business and adopting a cash system alone. We should have to make an exception as regards sales to publicans, but their purchases are really wholesale.

15. Par.4. Mr Allan will of course report progress from Goose Green; later on a word will be cabled to you from the code supplied. We are cabling this mail for 600 yards of tram rails, meaning rails for 600 yards of line and 650 sleepers.

16. I have been subject for many weeks past to severe neuralgia and consequent headaches, which interfere considerably with one's work, and am advised that this proceeds from undue straining of the eyes. Some years ago my eyes were tested and the correct glasses made, but I fear that these are no longer suitable and are doing more harm than good. Provided that nothing unforeseen occurs I propose therefore to go up by next mail to Buenos Aires to consult an oculist and procure proper glasses. Mr Girling will have returned and I should be away only from November 30th to December 14th. Should we have any occasion to telegraph to you on November 30th I will add my name to the telegram if I do go, so that you would know my whereabouts.

I am,

Sir,

Your obedient servant,

387 per Orzvia (51.10.10)

ENCLOSURES.

DUPLICATES. (Originals per Corcovado, 11th October 1910.)

Copy of despatch No. 386

Copy of Cash Book and Journal for September

Store Indents No. 426

Remarks on Stores

Stanley Ledger Balances, September 30th

Statement on Accounts

Originals.

Store Indents No 427

Indent for Goose Green

Indent for Bazaar goods for Darwin

Mr Vere Packe's Indent, 24th October

Remarks on Stores

Mrs Dean's cheque for £400

Mr Allan's Report

Samson. Drawing of IP Piston (template sent separately)

Further replies re Coasting steamer.

Coasting Insurances

Insurance on Produce Return No. 93

Returned Coasting Freight sheets for 1908 and 1909

Statement of Wages paid - Orcoma, outward, October 18th.

Remarks on Accounts

Statement on Accounts

Order for Lloyd's Calendar, 1911

Ship "Wray Castle" - Survey Report

Ship "Marechal de Castries". - Copy of letter to London Salvage Association, October 31st.

Two letters for F. B. Cobb Esq.

One letter for Captain Andersson

ORONIA

November 30th

10

SIR,

Sir,

My last despatch left per ORAVIA on the 1st instant, and I received per CRISGA on the 16th your despatch No 1082.

2. 1082-3. Messrs Salvesen's new Manager, Mr Nilsen, is quite a different class man to his predecessors, and not so well disposed towards us. One cannot rely upon what he says, in fact he has deliberately misled me more than once, and it is impossible to do business with a man whose word cannot be trusted.

3. Par. 6. A statement showing cost of repairs to "Sabino" £16:9:6 is sent herewith. The cost of unmooring and moving higher up the Harbour is not included in this account, nor the cost of putting casks on board as this latter was included in the price of the casks. Seeing that the hulk has been wrecked at New Island I am sending you the original agreement made with Mr Nilsen.

4. Par. 7. On Mrs Smith's return to Stanley the final settlement of the amount due to Mr Sharp will be attended to, - it may, however, be necessary to defer this until we have completed our annual accounts.

5. Par. 8 and 13. Due note is taken of everything in connection with the rates of freight outward and homeward? It would seem better to await the actual arrival of the steamer before informing clients of the decision arrived at.

F.R. COBB Esq.

Managing Director

London.

(388 per OREGONA 08.11.10.)

2

I would like to have received some news from you by cable about the steamer, - as it is I do not know what to write to the Volpiano Manager as to reserving space in a cargo boat for the March wool sales. Hitherto we have written by the first week in December advising what space is required; if we have only the two schooners running we shall not collect so much as in previous years, and the quantity that the coasting steamer would collect is entirely guesswork until we know her capacity and the date she may be expected to begin work. For all I know she may arrive at any moment, and under the circumstances do not feel justified in leaving Stanley as I had proposed for the reason mentioned at the end of my last despatch.

6. Par. 9. Mr Miller and Mr Clement both write that the contents of their cases salvaged ex "Mattie L.M.", consisting of rifles and shooting accessories are irretrievably damaged, and claim full compensation. I have asked Mr Miller whether he cannot make some offer for the goods, and will await his reply before sending in final statement of claim. Your despatch complains of three points:-

(i) The absence of a receipt or Bill of Lading for the lost goods,

(ii) The high rate of salvage claimed, - 50%, and

(iii) The failure of the Master to note a Protest.

With regard to (i) we follow the practice which has been in vogue ever since I have been here; a shipping list (as per form enclosed) is given to the Master, and he is supposed to get this receipted by the Station holder, but I know that this is not always done. At times the station Manager is away, and frequently he declines to sign until he has had time to check all the cargo, and we cannot keep the schooner waiting for that. When the steamer is running proper documents

(See per ORISSA, 28.11.10)

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will be insisted upon in every case. When we have made claim before ("Lionel" in 1895 and "Perseverance" in 1898, as per Messrs Hogg & Heath's Adjustments of 10 August 1895, No 83589 and 10 November 1898 No 59116 respectively) the Underwriters have been content with our word; it seems to me they must trust somebody, and they might just as well trust us as the signature of the skipper of an outside schooner, who is generally illiterate.

As to rates of salvage I would refer you to the following cases of 50%:- "Concordia", see despatch 526-11 and agreement for 50% salvage dated September 3rd 1901, and "Dennis Brunel" in 1892, - see despatch 545-8 and Messrs Hogg & Heath Average Adjustment No 43435 dated December 29th 1892.

Then more recently we have the case of the Duc d'Aumale, - the salvage agreement made by Messrs Braun & Blanchard stipulated that if she were condemned in Stanley they were to receive 75%. I know that this case is not on all fours with the others, but mention it to shew that Salvors expect to receive enough from the proceeds of salvaged property to reimburse their expenses. The most that Mr A. F. Cobb can receive will be from £10 to £12, and no one will pretend to say that this is excessive. I think, too, that the circumstances under which salvage was effected, as described in his letter of August 15th decidedly warranted a high rate.

11. The owners of the "Hattie L.M." are both labourers on Peble Island, and the Master was until lately before the mast on one of our vessels at £5 per month, possessing simply the clothes he stood up in. Neither owners nor Master would spend a guinea in noting a Protest, not one of them having anything to lose, and if in any future similar case a Protest is necessary to recover insurance we must pay it ourselves.

7. Par. 10. Mr Girling returned in the ORISSA; his agreement has been endorsed as directed.

8. Par. 11. Wilkins's Deeds will be handed to Mr Turner

(18s Per 200000, 22.1.19)

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as directed and the proceeds of sale remitted in due course.

9. Par. 12. I received by the Orissa via Monte Video, a telegram from Messrs Selvigsen & Co that the arrest of the Marshal de Castries had been withdrawn, and communicated this as quickly as possible to Mr Nilsen and the Captain, both of whom came to Stanley on the whaling steamer with the mail. I have learned from the Registrar of the Court that Mr Nilsen duly applied for the release of the ship, which is expected to sail about the 29th or 30th. Captain Coturel decided to purchase only one lifeboat; accounts and draft on the owners for £246:17:2 are sent herewith. We have been entirely in the dark as to what the arrangements were likely to be, - the owners cabled to the captain to draw for all expenses, which under ordinary circumstances would have included the cost of his repairs etc at New Island together with £400 for towage if this latter had not been disputed by Mr Nilsen. The latter however has declined to name a price for anything on which Captain Coturel left here for New Island on the 25th inst. He did not know what Mr Nilsen's account for repairs, towage from Reef Harbour to New Island, freight on the lifeboat per whaler, or other charges would be. All the information he could obtain was that the charges "would be as reasonable as possible", and as his ship was under arrest he had to be content with that.

10. The repairs to the "Wray Castle" will be completed in about a week's time.

11. Mr Allan has requested me to cable you the word TERMINAL, to indicate that he expects the canning works to be completed about the second week in March.

12. We have in Stanley 47 bales of the wool salvaged ex Selvigsen, and hope to get the remainder in sometime in December. The account for drying and re-conditioning, which we make £465:5:2, may as well wait until the wool

is shipped

(20) 11/11/19

388 per Orcoma (28.11.10)

ENCLOSURES.

Duplicates. (Originals per Oravia, November 1st. 1910.)

Store Indents No 427

List of Timber proposed to be shipped.

Remarks on Stores

Mr Allan's report of October 26th

Coasting Insurances

Insurance on Produce Return No 92

Remarks on Accounts

Statement on Accounts.

Letter for F.E. Cobb Esq., November 1st.

ORIGINALS.

Copy of Stanley Cash Book for October

Copy of Stanley Journal for October

Cash Voucher

Store Indents No 428

Remarks on Stores

Mr Packer's indent and letter re Cylinder and Tank with Basdeley's re-
port.

List of exchange No 2648 on Societe des Amateurs Nautais for
3247.17. 2, with letter of advice

"Marechal de Castries". Account.

Coasting Insurances

Shipping Report

Mr Allan's report

Hulk "Sabino". Cost of repairs to. Original agreement with Mr Nilson

Remarks on Accounts

Statement on Accounts

Specimen of Schooner loading list (mentioned in despatch)

ORISSA

December 33rd,

19

389

Sir,

I wrote last per ORCOMA which left on November 29th, and received on the 14th instant, per OROPESA, your despatch 1085 and telegram "Walkcreek Adhesum Pearson".

(Owing to the decision of the Government authorities here to close mail today we have to complete all we can, and will probably send later matter in a letter posted on board.

13. 1085-7 Letters have been sent to Messrs Packe and Bonner as regards the working of the canning factory, but replies are not yet to hand. I hope to be able to send them by the supplementary letter.

3. Pars. 8, 9, 11, and 24. Due note has been taken of the arrangement with Messrs Salvesen, and I assume that you will discuss with them, and advise us later, as to through rates to be charged on tallow and other produce, also freight rates on outward cargo from Stanley. On the subject of these last Mr Packe and others have enquired whether there will be any increase, Mr Packe, as you know, contends that as his stations are so near Stanley his rates of freight should not be so high as for stations on the extreme West. I informed him that the rate on produce must be same all round, but that possibly freights on outward stores would be differentiated. Schooner rates have been 10/- to Berkley Sound, Fitzroy and Lively Island, 12/6 to Salvador and San Carlos, and 15/- to the

F.E. Cobb Esq.

Managing Director.

London.

(389 per ORISSA, 25.12.10)

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West Falklands. In September I sent you per ORISSA a list of the freights charged by the Kosmos Company per S.S. Malvinas.

If the movements of the Columbus are to be directed from this office I assure that it is to be understood that if a ship requires to be towed, or a salvage case turns up, the Samson is to have the preference. Would you mention this to Messrs Salvesen?

We quite understand that no details of the new arrangements are to be divulged, but as the 20% reduction on outward freights conceded by the P.S.N. Co. should leak out I hope that no suspicion will rest on us here. I mention this as the deduction is made on the ship's copy of the Bill of Lading which is handed to us by the Purser of the steamer, and therefore accessible to his clerk and possibly others. The ship's copy of our Bills of Lading per Orpessa are sent herewith to show what I mean; possibly the P.S.N. Co. might agree to omit the discount in future on this document, the deduction being made on the freight bill which they send you.

Mr Nilsen did not come to Stanley in the last mail whaler, and I therefore wrote him a letter, as per copy enclosed, thinking that it will be as well for us to interview Governor Allardyce together, and obtain official recognition of the Columbus as a "steamship to be approved by the Government" under clause 3 of their mail contract. The enclosed mail notice seems to indicate that the Government intend to take pretty full advantage of the option accorded to them in clause 5; as a matter of fact the farmers will look for an improved service from the steamer, that is to say that the outward mail should be taken to Fox Bay as soon as possible after its arrival from England, and the return mail brought to Stanley in time for the homeward steamer. Hitherto the small whalers have taken the outward mail from Stanley to Fox Bay, and four weeks afterwards has come to Stanley again to meet the following outward mail, - homeward letters, therefore, always missed

(589 per ORISSA, 23.12.10)

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one steamer. I am glad that you have sent the clients the circular, which explains the matter so clearly that I do not see that I could with advantage add anything to it; doubtless they will make some reference to it in their next letters if any further information is required.

As regards your structures upon the opinion which I had the temerity to express I will only venture to say that that opinion was based upon the assumption that the rate of $\frac{5}{8}$ d. was settled; had Salvesens received a profit on that basis it seemed to me unlikely that they would voluntarily surrender it. In their letter of November 11th they write "Our reason for embarking on this venture is mainly because we think it will with your co-operation prove paying". I made no reflection at all upon Messrs Salvesen's probity, and I trust that I shall not offend the Directors in future by expressing opinions.

4. Par. 10 I wrote Messrs Stübenrauch again as to the tender for scraping and painting the Samson, and hope to hear from them by the Orissa. Captain Hobson, of the Junin, informed me that there is more than one slip at Punta Arenas but that they combine to keep the prices up. Captain Lubcke may pass through here on his return to Buenos Aires, and would no doubt be able to give me valuable information. I cannot help feeling in somewhat of a dilemma about this, as you have not said whether the new crank shaft should be put in or not; I have no doubt that you have omitted any reference to this on account of the absolute uncertainty as to the probable cost, which can only be ascertained when the tug gets there. After the experience at Monte Video Captain Thomas does not like to take any responsibility, nor does Baseley, and I am therefore impelled to ask whether you would consider it worth while to obtain independent expert advice, even going to the expense of sending someone out if this cannot be got on the spot. For if the bottom should be found to be so bad

(389 per ORISSA, 23.12.10)

4

as to require new plates what is to be done? I learn that they have no really proper appliances for bending a plate, and that the cost of replacing one in a "Branch" Line steamer recently was no less than £580.

5. The condition of the Samson's rudder makes us anxious about the Plym; we have had her beached periodically, but have never been properly able to see her bottom as she has no keel and has sat flat on the shell plates. A few days ago we had an abnormally high tide (so high that it flooded the hulk Egeria) and we took the opportunity to get the launch up on a set of rough wooden sleepers as high as possible, leaving her there for a whole tide (two weeks) so as to have a thorough examination.

6. Par. 12. The smithy boiler was in use on the "Wray Castle" repairs, but it was only by dint of most careful firing that sufficient steam was produced to run the hammer; the engine was run all right with the 45 lbs of steam. We have not had time to go into the question of the oil engine, but will do so later.

7. Par. 15. The salvage of the Lonsdale will be paid in accordance with your instructions. Captain Thomas expressed himself well satisfied with his share.

8. Pars. 13 and 21. After the Orcoma had left we discovered that the word "Altiora" had been correctly sent, and ascertained from Lloyds Register that it referred to Messrs Galbraith Hill, Thomas Skinner & Co. Doubtless you will have been able to recover the amount of the draft.

9. Par. 22. The documents relating to the loan to Mrs Smith have been sent to the Registrar of deeds for registration, and will be returned to you as soon as we receive them back from him.

10. Par. 23. The Junin arrived late on Saturday the 17th, and discharged all her cargo and sailed on the 19th. All the rams were landed alive.

(389 per ORISSA, 23.12.10)

5

If at any time in future you have not sufficient orders on hand to make up the minimum freight required for a cargo boat to call it would be safe to send 100 tons of steam or even house coal, (though this latter might not be feasible) but we will bear in mind your instructions to send an indent for general goods if possible. Our shipment per Orcoma was not much above the average, but we will endeavour to keep it as low as possible. At that time of year the imports are usually heavy, and the tonnage landed here that call was, F.I.C. 148 tons, clients 28 tons, and for others 192, making a total of 368 tons, so that you will see outside cargo was more than half the total shipment.

11. Our work in connection with the repairs to the Wray Castle were completed well before the end of November, and the Master informed me that the work on the rigging by the ship's crew would be finished during the first few days of December. The final survey was held on the 6th, and the Captain asked for the tug to be ready on the morning of the 8th. He had not been well, having suffered from an attack of ague, and this was made the excuse for delaying his departure. You will see that our accounts were made up at different dates, but he did not sign the general account and draft until the 12th, sailing finally on the 15th, and he would not have gone then if he had not been practically compelled to by myself, Captain Birch and Captain Thomas. I mention this as the ship's stay here was unpardonably long, - over a fortnight was wasted before commencing work, and about the same time when it was completed, and the sole responsibility for this is on the Captain. Accounts are enclosed, together with the Master's draft on the owners for £1059:12:9.

12. The British Ship "Cambrian Princess", Captain Roberts, with nitrate from Antofagasta to Falmouth, put in on December 1st for medical assistance for the Master, who feared that he would have to leave the vessel. Seeing that she is not insured

(389 per ORISSA, 23.12.10)

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at all, and that his First Officer is not considered competent to take the ship home he felt it his duty to put into the nearest port. We hope that he will be away tomorrow, in which case the accounts and draft will be forwarded by supplementary mail.

13. The British Ship "Wavertree", Captain Irving, with coal from Cardiff to Talcahuano, anchored just outside Cape Pembroke Lighthouse on December 7th. It was blowing very hard at the time, but as the weather moderated in the afternoon the tug succeeded in bringing her in about 10 o'clock that night. You will see from the Report of Survey, and from the photograph which Dettleff is sending you, that her damages are so extensive that repairing here is practically out of the question. The Captain informs me that the vessel was purchased by Messrs J. & A. Brown of Newcastle, N.S.W. for a coal hulk at Talcahuano; she had been in trouble already this voyage, and had put in to Monte Video for sails. She left there on November 8th, and in 60 S. 63 W. was dismasted, the mainmast practically collapsing. Messrs J. & A. Brown have a representative in Valparaiso, and we expect that he will come here by the Oriassa.

14. The German four-masted Barque "Alsterberg", Captain Saelzer, 11 days out with coal from Cardiff for Antofagasta, put back from 73 W. 57 S. with damage to steering gear, loss of sails and cargo slightly damaged by sea water. She was towed in by the Samson from some six or seven miles East of the Lighthouse. A survey has been held on her, and you will see from the enclosed copy of Report that the damages are not very serious. The repairs we shall execute here will be to the steering gear and washports, and the Captain intends having two new lower topsails. The rigging work will be done by the crew, and other work, such as deck caulking and new topgallant yard left. I am not yet able to say what the probable disbursements will be, but will go into this before

(589 per ORISSA, 23.12.10)

7

the steamer leaves, and cable the amount to you.

14. Sundry whaling steamers have put in here on their way South; they have made a few purchases, paying mostly in cash. A small draft on the "Laboreus" Company for £15:4:9 is sent by this mail. The shipping list shows that no less than seven vessels have put in here during the current month.

15. You will see from the enclosed copy of correspondence with the West Coast Manager of the PSNC that we asked if a cargo steamer could call this month for some 550 tons, but that all cargo will be shipped by the Flamenco due to arrive here about the 3rd week in January. It was too late to take any action on your telegram by this mail, and we ^{acknowledged} hope to get 1400 bales of our wool away by the Flamenco and possibly a few of Mr Packe's from Port Louis. We have now nearly 600 bales of sheepskins for shipment, and it was for these that we wanted the cargo steamer this month.

16. In reference to the letter from Messrs Law & Co demurring to an item of £23.13. 6, not £25.13. 6 as stated, for stores supplied to the Inverness-shire, the explanation is that on the 18th July all the eight apprentices returned on board with either the second or third officer and a cook was engaged from shore as well; including the watchman and the customs officer there were therefore 12 persons to be catered for, and the account itself shews that stores were had daily. If you will refer to the "diary" or "resume" enclosed in my despatch 383 you will find a reference to the apprentices having returned on that day, and as a further proof I enclose a letter from the Harbour Master. The charge for the Plym, £30, is really not by any means unreasonable and works out at about 25/- per day; she was under steam the whole time in taking provisions over to the Naval Depot every day, bringing men across to the Court for the enquiry and for the use of the Captain and ship generally. We see

539 per ORISSA (23.12.10)

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that that account has been paid.

17. Just as we are concluding this despatch a whaling steamer has come in with homeward letters, remaining here only three or four hours. Copy of correspondence with Mr Nilsen is enclosed - I had hoped that he would have been able to come in to discuss the necessary arrangements for the Columbus which would facilitate her commencing collecting wool as soon as ever she arrives in the Colony.

I am,

Sir,

Your obedient servant,

339 per ORISSA (23.12.10).

ENCLOSURES.

Duplicates. (Originals per Orcoma, 28.11.10)

Despatch No 333
 Copy of Cash Book and Journal for October
 Store Indents No 428
 Remarks on Stores
 2nd of Exchange No 2648 on Societe des Armateurs Nantais. 2246.17.2
 Coasting Insurance
 Mr Allan's report, November 23rd
 Sabino. Cost of repairs to.
 Remarks on Accounts
 Statement on Accounts.

ORIGINALS.

Stanley Cash Book and Journal for November
 1st of Exchange No. 2656 on J.B. Walmsley & Co for £1059.12. 9
 " " 2657 on A/S "Laboremus for £15. 4. 9
 Mr Best's cheque on Coutts & Co for £5
 Ship "Wray Castle"- Accounts
 " Survey reports, first and final.
 Coasting Insurances
 Insurance on Produce Return No 94
 Shipping Report
 Copy of corres with PSNC, Valparaiso
 Statement of Salvage of Wool and Sheepskins ex Malvina wreck
 Statement of rebate on freight on cargo from Montevideo
 Ship's copies of Bills of Lading per Oropesa (2)
 Copy of corres with Mr Nilsen re Coasting Steamer.
 S.H. Day & Co's certificate of strength of rum per Orissa
 Remarks on Accounts
 Statement on Accounts.

ORISSA, (Supplementary,)

December 27th

10.

590.

Sir,

The Orissa arrived at 9.30 am today.

2. In continuation of my despatch by this mail copies of letters from Messrs Bonner and Packe as to the Canning Works are sent, Mr Packe's letter being much the more practical of the two; if we were to run the works ourselves for one year, possibly we might be in a position to judge whether to form a separate company or not. On the subject of sheep, I see that Mr Allan has mentioned the question of the Stanley Butchery; for some time past we have charged 2½d per lb. for mutton supplied to ships as we have to send it on board, but Mr Allan thinks that even this price will not pay so well as canning. The cost of the Butchery here must amount to some £300 a year when you reckon the maintenance of a horse and cart and upkeep of slaughter house and skin shed. Some of the whalers that called lately refused to pay 2½d and purchased from the small butchers who get sheep from Mrs Robson and Pitaluga.

3. A copy of the report of survey on the "Alsterberg" is enclosed; only necessary work will be done here and we are cabling for a credit of £1250.

4. Mr Allan telephones that G.R. Gordon has given notice to leave, and requests that you will send out a teacher to replace him arriving by mail due here on May 3rd.

5. I attach a copy of correspondence with the surveyors of F.E. Cobb Esq.,

Managing Director,

London.

the Waverree, - as the Owners have already gone to so much expense towards getting this vessel to Valparaiso as a hulk they may decide to tow her there. I thought it as well to get the surveyors to recommend as little work as possible in case it is decided to undertake this.

6. I reported in my despatch by this mail that we had succeeded in hauling the Plym up on x rough wooden baulks; the abnormal tides enabled us to get her high enough to see the bottom planks, and I regret to say that one of these is corroded right through. I decided to get the engines and boiler out as soon as possible, and haul the mill over to get a thorough examination, the result of which will be communicated to you by next mail. If we have to put new plates in her moulds must be made here, and plates, bent to the required shape at home, sent out. I enclose a memorandum as to the circulating pump, and hope that you will agree to send a new one as suggested.

7. Mr Mayhew, representing the owners of the Waverree, has arrived from Valparaiso, to remain here a fortnight. He has no information from the owners, and will go thoroughly into the matter after this mail has left. I have a telegram from Lloyds to the effect that the hull and cargo are insured with them.

8. I enclose a copy of a letter from the West Coast Manager with reference to a steamer calling at Walker Creek. Your telegram arrived too late to take action as the Garland would have had to be towed there and men put on board, and we had commenced collecting wool and bringing the same to Stanley. Mr Pearson will be advised by cable from Monte Video that a steamer is not required to call there; his second letter states that the Flamenco will be here on January 25th.

9. I have received a reply from Messrs Stubenrauch, copy enclosed, with reference to the high price asked for cleaning and painting the Samson; you will see that they say they have to pay "these extortionate charges" for their own steamers.

10 I have received your cable "Rookleider".

390 per Orissa (27.12.10)

ENCLOSURES.

Store Indents No.429

Indent for Darwin Store

Remarks on Stores.

1st of Exchange No 2658 for £206, G.I.C on Wm Thomas Sons & Co.Ltd.
with letter of advice.

Ship "Cambrian Princess"- Account.

Bk. "Alsterberg". Copy of Survey report with surveyors' letter

Copy of letter from Lloyd's Agent to Surveyors.

"Inverness-shire". Captain Birch's letter, December 22nd.

Mr Allan's report.

Letters from Messrs Packe and Bonner re Canning Company

Shipping report (supplementary)

Plym. Notes on Circulating pump.

Copy of Letter to PSNC with account

" " Pinto Basto & Co

Copies of two letters from PSNC, Valparaiso.

Copy of Stubenrauch's letter, December 23rd. re painting Samson.

OROPESA

January 23rd.

11

391

Sir,

I wrote last per ORISSA which left on December 27th, and received per CRAVIA, on the 11th instant, your despatch No 1084 and telegram of January 5th.

2. 1084-2. At a public meeting held here it was decided to raise subscriptions for a memorial to King Edward VII; several schemes were discussed, and eventually it was agreed that the memorial should take the form of a Hospital Ward available for medical or surgical cases. On the ~~xxxx~~ occasion of the Diamond Jubilee of Queen Victoria a subscription was raised, but in view of the opinions expressed in your despatches noted in the margin, the Company was not asked to contribute. The building of a Hospital Ward in Stanley will we hope, render it unnecessary to send so many cases up to Buenos Aires, and the Company may therefore derive some benefit should accidents unfortunately occur to any of our employees. I mention this in case the Directors may now, under the circumstances, view the matter in a different light.

853-2

856-2

857-8

3. Par.7. If we include the towage of the "Wavertree" and exclude salvages of "Lonsdale" and "Inverness-shire" the Samson's account for 1910 would shew a profit of £150 to £200. Her expenses have been kept as low as possible, and when she made trips to Darwin lately no overtime at all was incurred. As to the number of the crew I must be guided by Captain Thomas and the Engineer, both of whom have

F.E. Cobb Esq.

Managing Director.

London.

(391 per Oropesa, 23/1/11)

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frequently assured me that they cannot do with less. I will, however, go into this point by a subsequent mail as there is so much to write about now.

I had a talk with Mr Stubenrauch who passed through on the Oravia, and he assures me that Braun & Blanchard do not possess a slip at Punta Arenas. There are two there, one owned by Italians, some three miles out of the town, on which Mr Stubenrauch said he would not trust one of his vessels, and a very good one owned by Bonachio (?). Mr M. Braun has a small share in this latter, but has no voice whatever in its management, - he is simply a private shareholder.

4. Par. 8. For the current year goods delivered from the Store to our own departments will be charged out on the best terms given to clients or other customers. Any material or special article such as machinery or utensils will be debited at the actual cost, or on the same basis as clients' goods purchased on commission.

5. Par. 10. The rails have been sent out to Darwin, and doubtless the balance to be sent out by next mail will be in plenty of time for Mr Allen.

6. Par. 12. The Vicar of Bray is, as you say, built of hard wood, - it was my mistake writing that she was soft wood.

7. Par. 13. I beg to tender to the Directors my sincere thanks for the contribution of £50 towards the Cemetery Endowment fund, which now reaches £250.

8. Par. 14. We have compared the number of casks of tallow shipped by Banghild in 1909 with the quantities credited in clients' accounts, and find only one discrepancy, - the Bill of Lading shews that 40 were shipped by Packe Bros, but proceeds of only 39 were credited. There are several consignments which we have no means of tracing, namely, - J. M. Dean 65; J. L. Waldron 74; Dean & Anson 22; C. Williams 18, none of which were consigned to us. The proceeds of Messrs Holmsted & Blake's 89 casks did not pass through our books.

(591 per Oropesa, 23.1.11)

3

I am sorry that we cannot throw any light on the shortage for the Great Britain was cleared at the time of loading the Ranghild.

9. Par.15. Mr Packe shewed me your letter to him in which you said that the terminal of the Darwin Telephone might be moved to the Stanley central exchange if the system were put on a proper basis. In our discussions with the Governor as to securing this improvement the matter was mentioned, and is now officially put forward in a letter from the Colonial Secretary, correspondence with whom is enclosed. I should be glad to know whether I may inform the Governor that the Directors assent to the proposal.

10. Par.16. We are in some doubt as to how you wish us to make out the Bills of Lading for the shipment per Flimenco, which includes a considerable quantity of sheepskins collected last year, - also tallow and hides. In your correspondence with the P.S.N.Co. it is not specifically stated that sheepskins will be carried at the same rate as wool, but I have assumed that this will be so. As we do not know the measurement of the bales we cannot tell whether freight will be by weight or measurement, and it seems to me that all we can do is to enter both rates on the Bill of Lading, bracketing "at ship's option". If our rates are not entered correctly you will no doubt be able to adjust the matter with the P.S.N.Co.

11. Par.17. I received a letter from Messrs Salvesen with reference to the "Columbus", and enclose copy of the same, with my reply. Mr Nilsen did not come to Stanley by last whaler for the reasons stated in his letter of January 11th, a copy of which is also sent herewith. There will be no friction with the Governor, who told me at once that the Columbus will be recognised under Clause 2 of the contract as the mail steamer, in fact he wants to celebrate the inauguration by a lunch on board as soon as she arrives. I interviewed him to see whether a pro forma itinerary could not be drawn up at

(391. per Oropeza, 23.12.11)

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once, so that I could make arrangements for wool collecting but he would not assent to this without first seeing Mr Nilsen, whom he has asked to come to Stanley as soon as he can. It is very regrettable that the Columbus is delayed another month, and I doubt if we shall see her in Stanley before the end of February. Messrs Salvesen's telegram to Mr Nilsen was dated from London, December 27th; no doubt it must be correct, but you did not mention it in your wire of January 5th. I am writing to Messrs Wilson, Sons & Co at Buenos Aires, asking if they can ascertain and let me know the latest information as to the progress of the repairs, and the probable date of her leaving Buenos Aires.

12. Par. 18. Mr Chute arrived by the Oravia, and proceeded to the West Falklands in the mail whaler. I communicated to Mr Miller the contents of your telegram of the 5th, but did not think it necessary to make any application for postponement of the trial for the following reasons, - the Supreme Court rules provide that (I) an action must be entered; (II) a writ is then issued and served; (III) the defendant is allowed (when residing in the Camp) 30 days to enter defence; (IV) Copy of this is sent to plaintiff for reply if he wishes; (V) If no reply is received within eight days the Registrar closes the proceedings and reports to the Chief Justice; (VI) Chief Justice fixes a date for the trial, and the Registrar notifies the same to both parties. If this procedure is followed out to the letter the trial cannot take place for some considerable time. Mr Chute intends to leave by the Orcoma, on March 22nd at the latest, and the only chance of having a hearing of the case before then is an agreement by both parties to accelerate the proceedings. It is very much to be hoped that the case may be settled out of Court.

13. Par. 19. Note has been taken of the further arrangements with Messrs Salvesen, also the through rate for tallow. Will

91 per Oropesa. 23.1.11.)

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freight on hides and sealskins remain the same?

14. Per 20, I do not know that I can say much as to the question of Lloyd's Agency,- it does not seem to be possible for me to write anything to Lloyds until I have something to go upon; "Qui s'excuse s'accuse". Doubtless the campaign is more against the Company than myself, and as the F.I.C. is a successful Company, and one that recognizes its responsibilities towards the community in general, and the welfare of its servants, there is nothing tangible against which an attack can be made. The Company's success has always aroused the jealousy of the Government, and we stand to be shot at all along the line. I have invariably endeavoured to be on friendly terms with the Governor, maintaining at the same time the position of the Company. This, of course, must be preserved at all costs, and could not be sacrificed merely in order to secure the personal goodwill of an individual Governor. Most Governors have attempted in different ways to injure us, or to lessen our influence, but it has been reserved apparently for Mr Allardyce to adopt the most underhand means. Since his return he has, I must say, been most affable and apparently more genuine, but this may mean that he is all the more dangerous. I propose to continue to act towards him in exactly the same way as I have always done, but if the apparent improvement in his demeanour is real so much the better.

15. Mr Raybaw, representing the owners of the "Wavertree" returned to Valparaiso by the Oravis. He told me that he had enquired, before leaving Valparaiso, if the P.S.N.C. would tow her round, but was informed that they would not undertake it under any circumstances. I gave him a rough estimate of £350 to do work necessary to make her sufficiently seaworthy for towing round, but if the P.S.N.Co. will not do it there seems but little prospect of her leaving the Falklands. He considers the sum asked for towing in, £350, very excessive, saying he had "never heard anything approaching it", but in view of the absolutely

(391 Per Oropesa, 23.1.11)

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helpless condition of the vessel I do not regard that sum, which turns out to be just 5% of her insured value, as being out of the way. I suggested to him that the only probable purchasers would be either the P.S.N.Co or Messrs Salvesen. Matters are complicated now by the illness of the Captain, who will probably go home for medical treatment.

16. In sending to the Colonial Office the protest of the Unofficial Members of the Council against the proposed loan of £1100 for building a Volunteer Hall Mr Best explained that two Halls would be in excess of the requirements of Stanley, and presumably intimated that the Assembly Rooms might be purchased as a going concern,- the C.O.have replied that they would not object to a loan of £1500 for this latter object, and at the last meeting of the Council we agreed to the loan. There is no doubt that the Government intended the Volunteers to have their own Hall somehow, and in that case the Assembly Rooms Company must have gone to the wall entirely.

17. At the same meeting of the Council the Governor explained what he had done as regards Wireless Telegraphy, reading a letter from Captain Nunes, who is on the Marconi Board or in some way connected with the Marconi Company in Buenos Aires. Captain Nunes wrote that they intend having an International Station at Puento de l'Este (? near Maldonado) and that for the sum of £1350 a 5 Kilowatt set could be placed here. The Colony would have to erect the necessary buildings and four poles 150 feet high. It is expected that the working expenses would run to about £350 per annum. We passed a vote for £3000, to be defrayed from accumulated funds, not a loan from Land Sales as it is not to be expected that the cost of the plant will ever be recouped.

18. The new Town Jetty is now completed, and is to be utilised for the landing of goods; we are, however, allowed to land our goods at our own jetties, but dutiable goods must pass through the Customs warehouse. You are aware that the Customs

(391 per Oropesa, 23.1.11)

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regulations have been in the past the most fruitful source of trouble between the Government and ourselves, and it will therefore be a good thing to have this settled. The tram lines from the jetty to the Customs shed will be extended to join our own system, and we shall probably find it as well to land at the new jetty many of our goods that have to be run up to the Store as well as the dutiable goods. Their gauge is different to ours, and as our lines want relaying right through, and the gradient lessened, we can alter the gauge to suit. I may have to ask you to send more rails, and if so would like the same pattern as the Government, which is better. It is proposed to charge a small wharfage according to weight or measurement of cargo landed, but this would be so small that we could hardly increase the present landing charges (6/8). I hope to be able to come to some arrangement to pay an annual sum, so as to avoid a lot of petty calculations.

19. The Governor talks of the necessity of having in Stanley a slip large enough to take the small whalers, - he thinks that if we do not construct one the Government should. I sent him extracts from your despatches November 1908 to February 1909, and I fancy the figures will deter him.

20. The repairs to the Alsterberg were completed on the 18th, and the final survey held on the 29th. At the moment of writing (21st) the intention is to tow her out on Monday the 23rd, and I shall hope to enclose the accounts and the Master's draft on the Dresdner Bank.

21. Since last mail we have taken the engines and boiler out of the Plym, hauled her right up and turned her on to her bilge. The hull is so bad that eight new plates must be put in, namely the four plates constituting the keel and the next two on either side in the centre. (See sketch in margin.) I am very glad indeed to say that McNicoll is of opinion that he can do the work without, as I at first thought, having to send home moulds of the vessel and asking you to have plates

(591 per Oropesa, 23.1.11)

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cut and bent to the shape. He thinks that he will be able to get sufficient "set" on the plates and screw them up to the exact shape on the hull itself. I hope to be able to send you a photograph of the bottom of the launch, from which you will see that she has no keel at all, and realize that we have never been able to sight the damaged plates, much less chip and paint them.

This points to the absolute necessity of having some means of hauling the Plym up so as to get at the bottom regularly, and causes grave misgivings as to the condition of the hull of the Samson and the Garland. We know that the plates of the latter were damaged by sulphuric acid, and if corrosion from the outside has been going on as in the case of the Plym her plates must be very thin. I cannot help thinking that the water here must set up an unusual amount of corrosion, and it may be due to the peaty water washed down after heavy rains.

I hoped also to have sent you a photograph shewing the hole in the condenser alluded to last mail, but the weather has so far precluded this. This hole is so bad that if we do not have the pump asked for it will mean in a year or two a new shell for the condenser, for this is the last patching that can be done, and cannot be expected to hold for more than a year or two at the outside.

22. A statement shewing our final claim on the Underwriters of the cargo damaged in the "Hattie L.M." is sent herewith.

23. The "Flamenco" arrived on the evening of the 20th. and will take all the cargo we have, consisting of 1688 bales of wool, 704 of skins, 79 casks of tallow and a few hides. She cannot get away before the 24th, or possibly the 25th. One bale of skins, J.B. was lost overboard whilst loading; a certificate will be sent.

24. The documents in connection with the mortgage of

(31 per Oropesa, 25.1.11)

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Berkeley Sound Farm have been registered and will be sent by this mail.

25. I regret to report that on the 21st instant we had a very heavy gale from the Eastward which increased to hurricane force during the night, moderating somewhat in the afternoon of the 22nd. During the night the "Fairy" dragged on to the "Rosa Baker", damaging both lighters, the latter very badly indeed. The "Nimrod" dragged and collided with the "Lafonia", causing her to drag as well, and the damage to the schooner is serious. The main boom is broken in two pieces, wheel damaged, bulwarks badly damaged, and rigging and gear damaged. The mate of the Lafonia states that one more heavy bump would in all probability have sunk the schooner; he jumped on to the ~~side~~ ^{"Nimrod"} and let her chain go altogether, so that she drifted away with him on board. Fearing that the lighter would drift away to the North he jumped overboard just abreast of the hulk Charles Cooper and swam ashore, very nearly losing his life. The "Nimrod" eventually grounded opposite the Dockyard, and we do not anticipate much damage to her. The repairs to schooner and lighters will cost from £300 to £400, but some of this will, no doubt, be recoverable from insurance.

26. The "Alsterberg" dragged badly, most fortunately just missing the "Wavertree", and took the ground abreast of the Dockyard jetty; we are moving her at high water today to a safe anchorage. Captain Lubcke came across in the Flamenco, and has gone through all the ship's accounts, certifying to them as Expert of the V.H.A. I therefore am able to enclose the accounts, together with the Master's draft on the Dresdner Bank for £786:10:1, which is well within the credit arranged owing to the fact that much work has been left to be done at a cheaper port. The vessel was to have sailed today, but there is such a huge sea in Port William that we shall not attempt it.

I am, Sir,
Your obedient servant,

791 per Gross (23,1,11)

ENCLOSURES

(Originals per Gross, 27th December 1910)
 Despatches Nos. 389 and 390
 Copy of Cass Book and Journal for November
 Store Indents No 439
 Remarks on Stores
 Ind of Exchange 2656 on J.B. Wainwright & Co for £1059.12. 9
 " " 2657 on A/S "Leicester" for £15. 4. 9
 " " 2658 on Wm Thomas Sons & Co. Ltd for £206. 6. 10
 Ship "Wray Castle" Account
 Ship "Cantonian Princess" - Account
 Coasting Insurances
 Insurance on Produce Return No. 94
 Mr Allen's report
 Salvage of Wool and Sheepskins ex "Malyra" wreck.
 Remarks on Accounts
 Statement on Accounts

ORIGINALS.

Store Indents No 430
 Ind of Exchange No. 2659 on Barclay & Co. Ltd. for £50
 " " 2660 on The Drescher Bank for £766.10. 1
 Bk. "Alsterberg" - Account.
 Coasting Insurances for January
 Insurance on Produce Return No. 95
 Mr Allen's report
 Stanley Wages return to December
 Camp Wages Return to December
 Statement of Claims re "Hobbs L.M."
 Copy of corres. with Colonial Secretary re Darwin Telephone
 " " Mrs Robson
 " " Salvesen & Co.
 Shipping report
 Remarks on Accounts
 Statement on Accounts
 Specification of Shipment per "Flamenco"
 Copy of your telegram of January 5th
 Copies of telegrams - London Salvage Association.
 Specifications:-

	Wool.	Skins.	Tallow.	Hides.
PIC		170		
DM	700	26		
NA	680	31		81
WC	548	16		
H	129			
M&B		66		
L		29	20	
JLV		35		
Triangle		24		
nearby	5	7		
E	64	36		
CCC			4	
WP		6		
S	90	31	8	14
B	1	11		15
JB		50		
SI		14		
A	39	2		
J	1			
MGC	37	14		

R.M.S. ORAVIA

February 18th 11.

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Sir,

I send herewith the accounts for 1910, shewing a nett profit of £55,692:6:2 as compared with £45,364:18:0 last year, - an increase of £10,327:8:2.

2. FARM ACCOUNT, £50,121:19:1; an increase of £8,103:10:7.

As in the case of the previous year the whole of the tallow per Ragnhild was not sold before the end of December, and I think we are quite safe in estimating this to be worth £2000.

3. STORE ACCOUNT, £6,426:12:0, as against £6451:17:2, a small decrease of only £25:5:2. The higher stock of stores at the end of the year is mainly accounted for by two heavy shipments per "Junin" and "Oravia" towards the end of December; the stock of Drapery goods is too high, and must be kept lower during the current year. Sales and deliveries are practically the same, the figures for the last three years being as follows:-

	Sales	Deliveries	Total
1908	26693	13922	40615
1909	26313	13703	40016
1910	27128	13065	40193

In view of the increasing direct importations by Clients the maintenance of the profits is satisfactory.

4. COMPANY'S SHIPPING, £211:18:4, a decrease of £104:6:0 as compared with 1909. This is more than accounted for by the fact that receipts from ships were £300 less in 1910.

The hulk "Great Britain" has, in accordance with your instruction

F.E. Cobb Esq.

Managing Director.

London.

(392 per GRAVIA, 18.2.11)

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been thoroughly repaired, the cost of the same, £350, being capitalized. Similarly the sum of £100 has been debited to Head Office for permanent repairs to the "Charles Cooper" as mentioned in my despatch 377/12.

5. SAMSON, £1297:9:1, an increase of £1154:14:8 as compared with £142:14:5. This large increase is of course due to the amounts credited during the year for salvages of "Gladova", "Fairport" and "Lonsdale", although the first two had been anticipated to the extent of £500, credited for 1909 in making up up that year's account. In view of the profit I have not taken any credit for the salvage of the "Inverness-shire", more especially as the amount is so uncertain. I have dealt with the working expenses of the Samson in a separate despatch by this mail. I thought that as we contemplate heavy expense this year in sending the tug to Punta Arenas the towages of the "Alsterberg" and "Wavertree" may as well go into the account for 1911. I am sending a separate statement of the manner in which the "Lonsdale" account has been dealt with.

6. SCHOONERS, - a total profit of £625:3:3, as against a heavy loss last year. It is some satisfaction to me to be able to write that in their last year all three vessels shew a profit, and though the two survivors are condemned to extinction I think they will also shew some profit on their working during the last couple of months. It would be invidious to make comparisons between the profits earned by the Lafonia and the Gwendolin, for the former secured a good credit during the winter for salving the Malvina's cargo, and earned a good deal for collecting wool from Choiseul Sound in December, during which time the Gwendolin was engaged in taking material to the extreme ports on the West Falkland.

7. INTEREST AND COMMISSION, £666:15:0, a decrease of £390:14:8. This is due entirely to the lower amounts received for interest on clients' accounts and for commission on ships'

(£92 per ORAVIA, 18.2.11)

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disbursements, both of which sources of revenue are quite gratuitous.

8. MAIL AGENCY, £622:3:4, as compared with £597:5:11, a slight increase of £24:17:5.

9. BUILDINGS. The total expenditure on Buildings in 1910 amounted to £2822:2:8. For the last three years the figures are as follows:-

	Total Expenditure	Capitalized	Maintenance
1908	2457	1130	1327
1909	3184	1580	1810
1910	2822	1000	1822

I am glad to be able to report that most of the repairs to Stanley buildings detailed in your letter to me of February 21st last have been attended to thoroughly. We have done some work at the Marmont Row buildings, but must do still more.

10. CONSUMPTION, £441:15:3. GENERAL CHARGES, £272:0:1. The former shews a slight decrease compared with the previous year but the latter an increase of £163:0:1. This is accounted for by the contribution of £50 towards the Cemetery endowment fund, an expense of nearly another £50 on a new typewriter and safe for the office, and to our having debited to the account stationery for use in this office, the stores and at Darwin Harbour, all of which was formerly charged to "Consumption".

11. STANLEY WAGES, - £5879:6:5, a decrease of £335:6:1 as compared with last year. In sending home the accounts for 1909 I mentioned that I hoped we should not reach £6000 during 1910, and it will be within the recollection of the Directors that this was considered very high, the matter being discussed in various despatches during the first half of last year. We have succeeded in keeping the total below £6000, and I can assure the Board that the current work and the work necessary for the maintenance of their property cannot be done for less. The prop-

(392 per GRAVIA, 18.2.11)

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erty has been well looked after, and it will be seen ~~that~~ from the accounts generally that profits in almost every direction have been well maintained.

12. CANNING FACTORY. £1587:0:4. I enclose a separate return shewing how this amount has been expended. The amount is brought down as a balance. Nothing has yet been charged for the use of the "Garland".

I am,

Sir,

Your obedient servant,

392 per Oravia (18.2.11)

ENCLOSURES.

Balance Sheet
Profit and Loss Statement
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 and West Stores
General Summary of Stock on hand
Balances due to and from men in Camp
List of Consumption Stores on hand
List of Building Materials on hand
List of Fencing Materials on hand
List of freights earned but not credited
Copy of Stanley Cash Book for December
Copy of Stanley Journal for December
Cash Voucher, West Store.
List of Store Debtors, with remarks.
List of Butchery Debtors.
Particulars of additions to Stanley and Camp Furniture.
Particulars of additions to Plant and Utensils
Auditor's certificate
Statement of expenditure re Canning
Particulars of "Lonsdale" account.

R.M.S. ORAVIA

February 20th. 11.

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Sir,

I beg to acknowledge the receipt per ORCOMA on the 7th instant of your despatch No 1085 and telegram "Preserver Orissa" Messrs Stubenrauch & Company repeated to Messrs Wilson, Sons & Company, Monte Video, your telegram which evidently reached Punta Arenas too late, "Randvich (?Roudvisch)tuelano preserver Orissa".

The second word is not to be found in the Code, and we have not been able to decipher it.

2. 1085-2 & 3. We have made up Messrs Salvesen's account to the end of last year, and sent the same to Mr Nilsen for verification, - you will see from the enclosed copy that their purchases from us have been very appreciable. We have given them the possible terms in order to induce them to buy from us.

3. Par.4. On the arrival of the Orissa in November last it appeared likely that the "Columbus" might be expected here at any moment; when I learned that she was delayed I wrote to Messrs Wilson and have received their reply that she may leave the slip about the middle of this month, and would be able to leave for the Falklands about a week later. That, no doubt, means the beginning of March, and as she goes first to New Island it is unsafe to reckon upon her collecting any wool for the May sales. I have asked for a cargo steamer about the end of March for 1500 bales.

4. Par.8. The cases of rifles were unpacked in Stanley, and
F.E. Cobb Esq.

Managing Director.

London.

'393 per ORAVIA, 20.2.11)

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found damaged, but it appeared to me that something might be got for them at Hill Cove, - they would not have fetched anything here, and I was glad that Mr Miller succeeded in obtaining \$11. As regards proof of goods being shipped you will no doubt recollect that about a year ago I sent home for interleaved books "Loading list", the object being that the original might be given to the Master of the Schooner and the carbon copy kept as proof that the goods had gone. These carbon copies are now signed by the Master and constitute a receipt for the cargo, - he has also a separate list or manifest for the Station holder to receipt. No doubt it would have been better in the case of the Hattie L.M. to have either sold everything on the spot, or charged the daily cost of the cutter; reports as to the vessel were so conflicting, and communication with Bleaker Island so rare that it was impossible to make any arrangements from here.

5. Par. 10. The further correspondence with the Chairman of Lloyds is very satisfactory, and I gather that the matter will now be dropped.

6. Par. 12. Mr Oswald desires me to convey to the Directors his appreciation of the house allowance they have been good enough to grant to him.

7. Par. 13. The "J.S. Sterry" would seem to be quite suitable for a hulk at Darwin; storage for 400 to 500 bales would be enough. It occurs to me to suggest that it would pay well to have her decks thoroughly overhauled and caulked before she leaves home. I hope that you will send her along soon as we are running very short of timber, for which there is a good steady sale, - we have to continue ordering by steam in small quantities, and should be glad to know by telegram as soon as the sailer leaves, in order that we may gauge these orders.

8. Par. 14. I am sorry to learn that the case of the "Inverness-shire" will probably go to Court, but \$750 is too absurd an offer.

9. I refer to paragraph 3 of my last despatch on the sub-

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ject of the Samson. It is unnecessary to quote the statements that have been made more than once that the tug was not expected to shew a large profit on her ordinary working, but that to use your own expression a plum in the way of salvage would be looked for at times to recoup any loss. This we have had, but after some years the Directors have apparently become tired of seeing only a small profit or a loss on working, and wish the expenses cut down. When you were here last year we discussed the question, and in June last (despatch 379-4) I explained that it was not possible to get men to go on her for a few days at monthly rate of pay, and I cannot add anything to what I wrote then. She has been maintained in a condition "fit to go anywhere and do anything", and when an emergency has arisen she has never once failed, but this cannot be done without expenditure on wages.

As regards the Engineer's indents it would appear from the way you write as to curtailing these that you think Baseley is allowed to hand in his indents to the Storekeeper as he pleases. I wish to correct any such impression as may exist; if you will look at the actual indents you will see that three out of every four are typed in this office, - always by myself - and not until I have gone carefully over them with the Engineer. I may mention here that many articles indented for by him are for sale to whalers, etc. and many are supplied to Darwin, - it does not follow that he uses on our own work everything that comes out as "Engineer's stores". I have before me a list of Baseley's suggested improvements to Plant dated February 1910; I told him that there was no probability of the expense being incurred, and the list has consequently just remained on file. Neither he nor I have any interest whatever in asking for unnecessary things, though ~~the~~ some may be desirable, and when we do ask for material it is after mature consideration, and because we know that it is for the benefit of the Company's property.

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The fact is that the Samson was an old vessel when she was bought, and I really believe that had the Directors known her actual condition at the time they would never have purchased her. Certain parts of the machinery cannot have been properly inspected. The late Engineer, Atherton, knew all this quite well and anticipated what must happen; he sent in his resignation voluntarily, and the present Engineer has had uphill work all the time fighting against defects. I don't know whether I am justified in reading between the lines of Jacobs & Barringer's last letter; they hesitate to recommend work on the ground that she is an old boat, and I should judge that their opinion is that she is not worth much expense. There is one way to cut down expenses, - let the Samson run as she is as long as it is safe, and eventually replace both Samson and Plym by one good wooden tug about two thirds or three quarters the size of the Samson. Such a boat would be able to tow a vessel in from Port William in moderate weather, and ships, as in the old days, would have to anchor until the weather did moderate. You could then dispense with a highly paid Marine Superintendent, and do with less men under the Engineer. Of course the amounts earned for towing ships would be less, but whatever we have charged has always been considered extortionate.

I have written plainly on this question, perhaps too plainly, but if expenses are to be appreciably decreased I see no other way of accomplishing it.

10. The Lafonia repairs occasioned by the gale reported in my last despatch were finished on the 8th inst, and she left with a full load of material for Goose Green on the 10th. Next day in beating up Choiseul Sound in a strong wind she went ashore on a shingle spit off one of the Islands just outside the Darwin Narrows. She was got off without damage on the 13th. The total cost of repairs, as per duplicate accounts herewith, is £190:8:9. The original accounts with extended protest will

(393 per ORAVIA, 20.2.11)

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be forwarded by next mail.

11. A letter from the Royal Mail Steam Packet Company dated January 4th, appointing the F.I.Co. as their Agents here is sent to you in original, together with copy of reply referring them to you.

12. McNicoll is making an excellent job of the Plym, all 8 plates having been cut and punched ready for rivetting; the hull will be ready in advance of the Engineer's work, which is considerable. Baseley is making new eccentric rods entirely, the boiler is being thoroughly overhauled, and we are anxiously awaiting your decision as to the circulating pump for the condenser. If this last is sent out the boat will be in excellent condition in every way.

13. Two sealing schooners have called here to ship their catch of skins, - their accounts and drafts on Messrs C.M. Lampson & Co. for £85:14:10 and £92:7:5 are sent herewith. A third schooner, the "Ida M. Clarke", has made a trip practically round the world without securing a single skin; - to add to her misfortunes beri-beri has broken out amongst the crew, one death having resulted and there being at least two other cases on board at present.

14. Mr Nilsen failed to send in a whaling steamer to take out the West Falkland mail on the usual date, February 10th, and the Governor wanted me to send the Samson to Fox Bay on Monday the 13th with the mails. I suggested that Mr Nilsen might perhaps send a vessel in later on in the week, especially as Messrs Salvesen had written strongly against making two calls in the month, and I knew that whatever the Government might pay us for the services of the Samson would be deducted from their subsidy, - added to that I was anxious to avoid sending the tug a long way from Stanley in opposition to your instructions, and suggested waiting until Thursday the 16th, which would give ample time to catch the Oravia. As no whaler arrived the Samson left here at 4.30 a.m. on Thursday, anchored at Speedwell that night, reached Fox Bay early on Friday, left

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at 10.30 a.m. arriving here at 1.30 a.m. on the 18th, with Mr. Miller and Mr Chute. As she steamed out of Fox Bay she met the whaler going in, and the latter followed the Samson to Stanley. As nothing whatever was known of Mr Nilsen's intentions it was most desirable to send the Samson as I knew from a letter from Mr Miller, received by the Gwendolin, that Mr Bertrand had written him that he did not intend to take any action, and that he (Mr Miller) and Mr Chute intended coming to Stanley by the mail. It was very necessary to get the two barristers together without delay to enable them to come to a settlement if possible.

15. Mr Lawes and Mr Chute have had various interviews with reference to the Bertrand - Miller affair, and I understand that no action will take place. The two barristers propose to return to England in the Oravia, - I am cabling "proceedings abandoned".

16. We are sending by this mail accounts current as follows - Messrs Holmsted & Blake, Limited, Messrs J.L. Waldron, Limited, Messrs Dean & Company, Pebble Island Account, Messrs Packe Bros. & Company, and S.A. Missionary Society, together with draft on the last named for £275:14:4.

17. I should be glad to know whether the Directors will allow me leave of absence for a few months this year as I have been in the Colony since October 1906. Presumably the Columbus will be here sometime next month, and will have got into routine by May.

I am.

Sir,

Your obedient servant,

393 per Oravia (20.2.11)

ENCLOSURES.

Duplicates. (Originals per Orpesa, 25th January 1911)

Despatch No. 391
 Store Indents No. 430
 Remarks on Stores
 1st of exchange No. 2659 on Barclay & Co. Ltd for £50
 1st of exchange No. 2660 on Dresdner Bank for £786.10. 1
 Bk. "Alsterberg" - Account.
 " Survey Report
 Coasting Insurances
 Insurance on Produce Return No. 95
 Mr Allan's report
 Stanley Wages Return for Qr. December 1910
 Statement of claim re "Hattie L.M."
 Remarks on Accounts
 Statement on accounts.
 Copy of letter to F.E. Cobb Esq, Jan'y 25th 1911

ORIGINALS.

Store Indents No. 431
 Remarks on Stores and replies to Remarks
 North Arm Indent
 Mr Packe's indnt- Eagle Range Co Ltd and C.H. Hobbs
 1st of exchange No 2662 on C.M. Lempson & Co. £85.14.10
 " " 2663 " " 92. 7. 5
 " " 2665 " S.A.M. Society 375.14. 4
 Schr. "Ysabel May " - Account.
 " "Village Belle"- "
 Coasting Insurances
 Letter from R.M.S.P. Co. and a copy of reply
 Copy of Messrs Salvesen's account to 31st December
 " letter to PSNC, Valparaiso, February 7th
 " " Pinto Basto & Co.
 Duplicate of account for repairs to "LaFonia"
 Shipping Report
 Mr Allan's report, February 17th
 Remarks on Accounts
 Statement on Accounts
 Letter for F.E. Cobb Esq.
 Accounts current for the following, with copies:-
 Holmsted & Blake Ltd., J.L. Waldron Ltd., Deere & Company,
 Pebble Island, Packe Bros & Co., S.A.M. Society.

R.M.S. ORCOMA

March 20th

11

394

Sir,

I wrote last per ORAVIA which left here on February 20th, and received per ORISSA, on the 8th instant, your despatch 1086, also a telegram intended to catch Mr Lawes.

2. 1086-2. S.S. "Columbus": FREIGHT. My enquiry in 589-5 related specifically to coasting rates per Columbus on outward cargo from Stanley, to which you reply that we must be guided by the rates laid down in the mail contract. We do not, however, find that cargo rates are mentioned at all in that contract unless there is a further Schedule, a copy of which has not been sent to us. The question of lower freight on produce from near ports will not arise, - as mentioned, I told Mr Pecke that there could be no deviation from the fixed rate of 9/16 of a penny, or 42/. & 5%. Some rates on outward cargo must be fixed at once, and until we receive your corrections of the same we will charge as follows:-

Berkeley Sound and Fitzroy	10/-	per ton
Lively Island & Choiseul Sound	12/6	"
All other ports on E. Falkland	15/-	"
Fox Bay, Port Howard, Great Is.	20/-	"
All other ports on W. Falkland	22/6	"

SALVAGE WORK. Your instructions under this head have been noted.

MAIL ITINERARY. Two days after the arrival of the Orooma.

F.E. Cobb Esq.

Managing Director.

London.

(No 394 per ORCOMA, 20.3.11)

2

I had a further interview with the Governor, the Colonial Secretary and the Postmaster being present. Mr Allardyce had previously said that he would not settle anything until Mr Nilsen came to Stanley, hence my letter to him. At this interview I asked the Governor whether we could not draw up a pro forma Itinerary, telling him that the Orcoma mail had made it quite clear that the movements of the Columbus were to be directed from this office, and that I, therefore, had full power to settle this. He would not, however, discuss the question, adding that he had written to Mr Nilsen, and would await his arrival or reply.

PROBABLE DATE OF ARRIVAL. Messrs Wilson, Sons & Co. Ltd, of Buenos Aires write by last mail "Columbus will probably be "launched about the 9th inst (March), and may be ready to "leave this port about the 15th inst."

5. Pars. 3 and 12. We are glad to have your instructions about the Samson, and wish she could be sent to Punta Arenas without further delay. We must however have the Plym in working order again first, and I fear that this means two more months work. Then the question arises, - ought we to have the Samson at Sandy Point when the days are so short. Perhaps, though, we should be more sure of the use of the slip at that time of year.

We are sending you by the "Corcovado" portions of a plate of the Plym, and also two pieces of one of the rudder plates of the Samson, cut from the top and the bottom. You will see from these how badly the iron under water has corroded. Neither the Samson nor Plym have ever touched; of course both have been beached for cleaning, and the Plym may have touched the mud going away from a jetty, - if so, she has gone away at once, and has certainly never been "ashore". The pieces of the Plym plate will also prove that it is simply corrosion; she could never have struck a rock just

(No. 594 per ORCOMA, 20.3.11)

5

where the plate is corroded through, and it seems to me that the water of Stanley Harbour must be unusually destructive to iron and steel. The presence of peat in the mud and in the water may have something to do with it. All the new plates are now on, and the bottom is being painted previous to her being placed on an even keel ready for cementing. The overhaul of the boiler and machinery will take a considerable time yet. On the subject of painting or rather preparing steel plates prior to painting I am sending you a separate memorandum.

4. Par. 6. Mr A.E. Felton imported two rams per Orissa, in November, one of which died in the Quarantine station. The other, and the rams ex Junin, except our five, were sent to Hill Cove by the Gwendolin on January 26th. These rams were put on board on the afternoon of January 25th, in readiness for an early start next morning, but it was found that one belonging to Messrs Packe Bros. & Co had died on board the schooner during the night. The carcass was examined by the Stock Inspector, who ascertained that inflammation was the cause of death. All the others reached the West Falklands safely, and our five were landed alive at Darwin by the Gwendolin later.

5. Par. 8. I have heard nothing further with reference to the "Wavertree" since the telegram from Lloyds communicated to you in my letter of January 25th. Captain Irving's health has become worse, and it is feared that he has cancer of the tongue, - he has informed me that he must go home. I have persuaded him to go only as far as Buenos Aires by this steamer, and after obtaining further advice to telegraph to his Owners for instructions. We have made up the accounts to date, and will get the Master's signature for the amount.

6. Par. 10. Mr Allen is in correspondence with Mr Packe

(No 394 per ORCOMA, 20.3.11)

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as to purchasing sheep, and has been able to discuss the question personally with Mr Bonner, who is going to England by this mail.

7. Par. 13. We hope that the carbon copies sent by this mail will be more legible; I am not sure whether the ordinary copying paper is as good for taking carbon copies as that used by you.

8. Par. 14. The P.S.N.C. wrote us direct on the matter of the £25, and a copy of our reply is sent with the accounts this mail. The jumble has arisen owing to the cost of the passage being the same amount as the cash due to the Master, and I am sorry that the P.S.N.C. have been put to the trouble of so much correspondence on the matter.

9. Par. 15. I have to thank the Directors for the lenient view they have taken of my error, which I know is quite inexcusable, in having paid Rowlands £50 in excess of the amount sanctioned. I feel that I cannot attach any blame to him as two years elapsed between the authority to pay him and the actual payment.

10. Par. 16. Correspondence with the Government on the subject of a supply of coal (60 tons) is enclosed. The idea of "lending" such a quantity for nearly a year is somewhat thin. The Governor has agreed to take it in lots of 10 tons from our shed.

This necessitates our asking you to charter a small sailer with house coal as soon as possible; on her arrival we will endeavour to induce the Governor to take a year's supply direct at the Dockyard jetty. I learn that they expected to get the 60 tons by the Lenita, now discharging for Williams, but the order reached home too late.

11. Par. 18. We succeeded in settling the overcharge of duty on rum without difficulty, - fortunately we had kept the second sample bottle with the Customs seal, and

(No 394 per ORCOMA, 20.3.11)

5

suggested that a trial might be made with our Sykes' hydrometer. They made a further test and admitted their mistake, the overcharged duty being deducted from that due on the next shipment.

12. Par. 20. Mr Hutcheon has proceeded to Darwin with most of the material ex Orissa. Mr Allan will of course write you fully as to the non-arrival of the filling machine. I wrote to Wilsons last mail asking them to look out for any cases and to send them down without delay, to which they replied that up to the time of the departure of the mail nothing had arrived.

13. The new Town jetty, alluded to in my 391/18, is now in use, and the Wharfrage Ordinance in operation. The Governor has agreed to commute our wharfrage fees for £24 per annum, which is satisfactory. I am glad to say that they have admitted our right to land our own goods (other than dutiables) at our own jetties; we therefore place lighters first alongside the Town jetty and discharge all outsiders cargo, - the Customs Officer then tallies what is left in the lighter, and passes the same, after which we are free to move them as we please. This arrangement worked very well last mail, but they were in a hurry to get rid of us to allow the Lenita to come alongside. However they have created a precedent for allowing the Officer to check our cargo in the lighters before discharge, and I trust this will always be allowed.

14. We are shipping by the Corcovado the balance of the wool salvaged ex "Malvina", 72 bales; the total credit for the salvage account will be the proceeds of this shipment, 57 bales of wool per Flamengo, and six bales of sheepskins sold last year with others of Dean & Anson's, and inadvertently credited to them. In accordance with your remark on accounts dated January 13th we have transferred the proportion of their value,

(No 394 per GRCOMA, 20.3.11)

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namely, £70:12:7 to the salvage account. I enclose also the account for salving, drying and re-baling, amounting to £470:10:2, which will represent probably something between 15% and 20% of the value of the salvaged cargo.

15. The extended Protest and the original accounts for repairs to the Lafonia, necessitated by damage received during the night of January 21st are sent herewith.

16. Since writing 389/6 in December last we have had occasion to run the Smithy machinery, and have found it work fairly well with a boiler pressure of 45 lbs. At the same time the boiler requires very careful firing in order to maintain 45 lbs. when the hammer is in use, and we are not able to use up so much slack coal as formerly. The Priestman oil engine might run the fans and drill all right, but the shearing and punching would be a heavy load; seeing that you must have a boiler to provide steam for the hammer it seems to me that to use the oil engine as well as a steam boiler would be a superfluous expense. A labourer from the navy gang is able to attend to the steam boiler and engine, but if he had an oil engine to look after as well I fear we might have complications, - moreover we should have to provide a place for the latter, and the expense of this, with necessary belting would be considerable. I think, therefore, that when the time comes it will be more economical simply to renew the present boiler.

18. The death of Mr Felton renders it necessary for me to find a second security in respect of the position of Colonial Manager. It would be a convenience to me if the Directors would allow the question to stand over until I am in London.

19. Another Canadian sealing schooner, the "Hilda R". has been here recently for the purpose of shipping her catch. I send you herewith the Master's draft on Messrs.

(No 594 per ORCOMA, 20.5.11)

7

C.M.Lampson & Co. for the amount of disbursements. It is likely that these vessels will call here again in May.

1919. I find on looking up Mrs Smith's leases of Berkeley Sound Farm that the first will expire on December 31st 1912; it is necessary therefore that an application to purchase the land should be made and registered at the Government Office here before the end of this year. The application must shew her title to purchase, and be signed by Mrs Smith and all her sons. I propose, therefore, before next mail to make out the necessary papers, obtain the signatures of the sons, and send them to you for Mrs Smith's signature, which had better be before a Notary. One of the sons is, I know, going away, and the papers should be sent in without delay.

20. Various Whaling steamers have called here during the past week, on their return from the south. In each case we have provided them with cash, mutton and a few stores, and I enclose three drafts on Norwegian firms to cover these.

21. Since writing paragraph 5 Captain Irving has informed me that he has obtained a medical certificate to the effect that he should return to England without delay, in consequence of which the Shipping Master has agreed to send him home by this steamer as a D.B.S.

22. Our stock of steam coal is getting low, and must be replenished as soon as practicable. Would it not be possible to purchase a few hundred tons from the Wavertree? You may, as a matter of fact be contemplating purchasing the ship and cargo, - we could no doubt arrange to supply coal to Salvesens and the P.S.N.C., and in addition to these keep the canning works going in coal for some two or three years. If the hatches of the Wavertree were kept closed the coal would retain its virtue for a long time.

23. 1086-19. I beg to tender the Directors my sincere thanks for having anticipated my request for leave of absence, and especially for the generous terms in which their sanction has been conveyed to me. It is to be hoped that the arrival of

(No 594 per ORCOMA, 20.3.11)

8

the Columbus will not be further delayed as I wish to see her running before leaving the Colony.

24. By the last outward mail I received, via Monte Video, a telegram from Valparaiso informing me that the Corcovado was expected to arrive here on the 18th inst. Up to the moment of closing this despatch (19th) she has not arrived, but the very bad weather that we have experienced during the last few days may have delayed her. We had asked for space to be reserved in her for 1500 bales; at present we have just over 1500 bales on hand and expect both schooners back with enough to more than make up the number, - but of course the bad weather has kept these vessels back also.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES:- Originals per Oravia, February 21st.

Despatch 392 (Accounts) with enclosures.

Despatch 393.

Store Indents No.431.

Remarks on stores and replies.

Second of Exchange No.2662 on C.M.Lampson & Co. 85. 14. 10.

do. 2663 " " 92. 7. 5.

do. 2665 " S.A.M.Society. 275. 14. 4.

do. 2666 " W.Carpenter Esq. 324. 10. 0.

Accounts - schooner "Ysabel May"

do. " "Village Belle"

Coasting Insurances.

Mr Allan's report - February 17th.

Remarks on accounts and replies.

Statement on accounts.

Letter to F.E.Cobb Esq - February 21st.

ORIGINALS:-

Stanley Cash book and Journal - January.

Cash Voucher - January.

Store Indents No.432.

do. Vere Packe.

Drug Indent - Dr.Foley.

Remarks on Stores and replies.

First of Exchange No.2667 on C.M.Lampson & Co. 118. 9. 6.

do. 2668 " Anglo-S.American Bank Ltd. 10. 0. 0.

do. 2669 " C.M.Lampson & Co. 119. 6. 0.

do. 2670 " Credit Lyonnais 3. 19. 10.

do. 2671 " ODD Whaling Company 293. 2. 5.

do. 2672 " Chr.Christensen. 363. 9. 10.

do. 2673 " Chr.Nielsen & Co. 273. 15. 4.

Mr Miller's cheque on Barclay & Co.Ltd 270. 0. 0.

Accounts - Schooner "Ida.M.Clarke"

do. do. "Hilda.R"

Accounts - ODD Whaling Company.

do. Ornen " "

do. Norge " "

Coasting Insurances.

Lafonia - Copy of extended protest.

Account for repairs, with certificate from Lloyd's Agents.

Malvina Salvage - Account of expenses with certificate from disto.

Copy corres. with Customs re Jay's package.

" " " Col. Sec. re Darwin Telephone accounts.

" " " " re purchase of House Coal.

" " " Mr H.J. Weeden, Meat Preserver.

Memorandum re painting of steel vessels.

Particulars of sundries shipped per Corcovado.

Copy letter to E. Pinto Basto & Co.

Remarks on accounts.

Account current - Dean & Anson

do. H & G. Cobb, with press copy.

do. Speedwell Island Company, with press copy.

Press copies of clients accounts current (in separate cover).

Specifications:-

	Wool	Sheepskins.
S		
Fitzroy	133	
N.A	130	
H&B	154	
J.B	164	
Triangle		
F.B	92	
"		
D.H	104	5
H.G.C	79	2
A.F.C	43	4
F	166	2
D.H		2
F.I.C		3
G.G		

ORCOMA (Supplementary)

22nd March

11

395.

Sir,

The Orcoma arrived at daylight this morning and I have received your telegram ROMANHELD FILLING MACHINE ELEMIPEPE ADDOLLOV'.

2. I enclose copy of a consular protest "Junin", in which we are interested on account of a broken grindstone; we had already claimed on the PSNC for £4 on this account, if this is recoverable from insurance would you obtain the statement of our claim from them.

3. Mr Mayhew, representing the owners of the "Wavertree", has returned in the Orcoma with news that the owners have come to an arrangement with the underwriters, and that the vessel will be towed to Punta Arenas by a Kosmos steamer, which is expected to arrive here about April 20th. Seeing that Captain Irving had to go home in the Orcoma we had all accounts made up and signed. Mr Mayhew now informs me that he has been in cable communication with the owners on the subject of the charge for towage here and the rate of commission on the account, but owing to the telegraph line having been interrupted at Punta Arenas he had not been able to receive any definite reply before the Orcoma sailed. As regards towage - no arrangement was made with the Captain. On Mr Mayhew's arrival here we discussed the matter, and as reported in my 391-15 I said £350. He still considers this very high, and I have now undertaken to explain to you that no actual agreement for that figure has been made, leaving it to you to reduce it if you think fit.

F. E. Cobb Esq.,
London.

395 per Orcoma (28.3.11) 2.

I explained to him that our instructions are to charge 5% commission on the account - if the owners have been in communication with you and you have agreed to charge less I said that the account would be adjusted by you accordingly.

4. The "Richard Williams" came in yesterday with 64 Bales of sheepskins which we proposed to keep on board and discharge straight into the Corcovado. Seeing that the Orcoma can take them we have sent her alongside and are making out the Bills of Lading at 93/4 per ton weight or 48/- and 5% measr, at ship's option, leaving it to you to arrange return freight to the PSNC.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Supplementary Indent No. 452

Remarks on Stores.

1st of exchange No. 2675 on J. & A. Brown for	£959.10.10
" " 2676 " G&C Kraglinger	400. 0. 0

Accounts Ship "Waverley".

Mr Allen's report, Danch 16th

Copy of Consular protest S.S. "Junin".

Statement on Accounts

Shipping report

Proc forms specification of shipment per Corcovado

Copy letter to PSNC with account

Specification and Bills of Lading per Orcoma

ENCLOSURES.

JP 222222. (Originals per "Corcovado", March 21st.)

Receipts Nos 294 and 295

Shipping Book & Journal for January

Store Invoices, Nos 472

Receipts on Stores and Receipts to Remarks

Receipt of Exchange No 2667 on C.M. Lamson & Co \$118: 9:6

do. 2668 do. 119: 6:0

do. 2671 on ODO Wooling Company 298: 2:5

do. 2672 on Chr. Christensen 268: 9:10

do. 2674 on Chr. Nielsen & Co 273:15:4

do. 2675 on J & A Brown 939:16:10

Accounts of Schooner "Gis. M. Clark"

do. "Hilda R."

ODO Wooling Company

ODO Wooling Company

Ship Waverline

Shipping Invoices

Memorandum re painting steel vessels

Particulars of sundries shipped per Corcovado

de Atlanta's report, March 16th

Form Specification of shipment per Corcovado

Receipts on Accounts

Statement on Accounts

ORIGINALS.

Store Invoices Nos 472

Specification and Bills of Lading per Corcovado (these will be under separate cover, and posted on board)

Specified to carry:-	Wool	Sheepskins
T.H.	7	5
S.	74	
J.M.B.		64
M.C.		10

ORISSA

April 17th

11

396

Sir,

My last despatch left per ORCOMA on the 22nd ultimo, and I received on the 5th instant, per OROPESA, your despatch No. 1087 and telegram "RURAMUR".

2. The Oropesa did not bring any supplementary mail from Lisbon, and the bag must have miscarried somehow. Several people are without any invoices of cargo at all, and it is fortunate for us that you send our consignee's letter in charge of the Purser of the steamer.

3. 1087-2. The decision of the Directors to contribute the sum of one hundred guineas towards the King Edward VII Memorial fund has been communicated to the Committee, who request me to convey to the Board an expression of their warm appreciation. Some Stations have already sent in their lists, and the response to the appeal is very gratifying.

4. Par. 3a. An Electrician arrived from Monte Video by 1st mail to reconstruct the entire system in Stanley, and the terminal of the Darwin-Stanley line will be removed to the Exchange when this is in working order. The Exchange has been built to the east of the gaol, and an operator will be in attendance all day; there will be a call bell in the gaoler's quarters so that he can attend to any late calls. The removal of the terminal of the Darwin line to the Exchange will not

F. E. Cobb Esq.,

Managing Director,

London.

(396 per ORISSA, 17.4.11)

2

Invalidate the priority to which we are entitled with the Government under our Agreement.

5. Par. 4. Doubtless lists of freights on tallow etc, homeward will have been sent in the missing supplementary mail via Lisbon, but the delay will not matter as we are hardly likely to be shipping any more produce until June.

6. Same par. The Columbus left Buenos Aires on March 22nd, arrived at New Island on April 1st, discharged her cargo of coal there by the 3rd, and arrived in Stanley with the West Falkland mail from Fox Bay on the morning of the 6th. She left Stanley next morning with the outward mail to call at San Carlos, Port Howard, Fox Bay, Port Stephens, New Island and Spring Point in order to bring Mr and Mrs W. Stickney to Stanley to catch this steamer. If possible she will return North about, dropping mails at West Point and Hill Cove in order to settle at once the three-monthly call at those ports provided for in the Contract. As Captain Saanum is quite unacquainted with the ports round here I sent Ennenga with him this trip as Pilot; he will also be able to show them the manner in which the produce is rafted off to the vessel. Captain Saanum tells me that the Columbus will require 28 tons of water every month, - this is a considerable quantity, and I hope to get the reservoir finished in the course of two or three months so that we shall have no difficulty in meeting his requirements, especially during the summer months.

Mail Itinerary. In spite of the Governor's letters inviting, or possibly "commanding" Mr Nilsen to come to Stanley he did not arrive in the Columbus. Of course he could not leave the station after the disastrous fire there, and the Governor has at last recognized that he has to deal with us in the matter. I had an interview with him on the 18th Instant, and

(596 per OFISSA, 17.4.11.)

3

am glad to say that it was quite satisfactory in every respect. The Postmaster was present and the enclosed itinerary was drawn up, providing, as you will see, for a call at Fox Bay every four weeks. The ports of San Carlos etc, have been included as Messrs Salvesen are under private contract to make these calls, but their letters to you do not state specifically what obligations these special calls entail, and I am writing to Mr Cameron's Manager asking what information he has. I pointed out to the Governor that we might have to let the Columbus call occasionally at Darwin en route for Fox Bay, and he agreed to put a footnote on the itinerary to the effect that Darwin might be substituted for San Carlos. I fear that it may be found that these special calls may hamper the steamer's movements very considerably, - the small whalers always went North about, and calls at San Carlos and Port Howard meant merely two hours each. If the Columbus goes South, calling at Darwin, a special run to Port Howard and San Carlos will mean a lot of time and steaming, and would entail a loss.

7. Par. 7. Mr Mayhew left for Punta Arenas by last mail in order to get a crew for the Wavetree for the voyage from here in tow of the "Sebara". I ascertained from him that the Kosmos Company will receive \$800 for the service, on the "No Cure, no pay" principle.

8. Par. 8. You will have learned that the Assembly Rooms have been totally destroyed by fire; we are now negotiating with the Governor with a view to the building of a Town Hall by the Government, which would be available for both public entertainments and a Volunteer Drill Hall. Should he agree to the proposition the Assembly Rooms Company will, in all probability, be wound up.

9. Par. 9. I understand that the Governor still wishes to build a slip, but if a Hall is put up as per preceding paragraph funds may not be available. In any case I should

(No 295 per CRISMA, 17.4.11)

oppose the expenditure as not being in the public interest.

10. Par. 10. We are very glad indeed that you have assented to the new circulating pump for the Plym; when the repairs are completed she will be in excellent order.

11. Par. 11. The mate of the Lafonia, S. Hansen, certainly behaved very well on the night of the gale, and I mentioned the occurrence in order to shew that the men did their duty in making every effort to minimise the damage to the Company's property. I purposely did not suggest that he should receive any reward because it was his duty to do all that he could in that direction, but at the same time, seeing that he spoiled his clothing, I am glad that you have given me permission to give him a gratuity, and have therefore handed him £5, telling him that the Company appreciate what he did on the occasion.

12. Mr Allan has sold to Port Stephens 400 rams, at £1 per head; the Manager's draft for that amount on Mr Carpenter is sent herewith.

13. I received on April 5th a letter from Mr Irving in which he states that Mr Salm had decided not to take the Goose Green casings this year; copy of my reply is enclosed.

14. In continuation of paragraph 19 of my last despatch I enclose a letter applying for the purchase of the freehold of Berkeley Sound Station, together with an epitome of title. This letter has been signed by five of Mrs Smith's sons now in the Colony, and is sent for the signatures of Mrs Smith herself and Mr J.R. Smith, who is in England with her. I think it would be advisable that their signatures should be witnessed by a Notary.

As regards the final settlement with Mr Sharp I got Mr D.R. Smith, who is now in charge of the Station, to come to Stanley with his account books etc. to enable me to arrive at some figure. A memorandum is enclosed shewing what I regard as a fair adjustment; if this is accepted the sum of £372:11:11 should be paid to Mr Sharp. I received in March a letter

(No 795 per OFINSA, 17.4.11.)

5

From Mrs Smith in which she writes "Mr Cobb told me yesterday that Mr Sharp's Solicitor wrote asking to have paid the £500 that he wants over x x x x (illegible) I told Mr Cobb "to let him have it and be done with him".

As I had not had time to go over the papers we asked you by last mail to pay £500 to Mr Sharp, thinking that this was one half of the £500 which the firm always left to the credit of the Station account. Your statement of October 18th last however, makes it clear that Mr Sharp received a full half of the balance standing to the credit of the Station on March 1st, 1909. If, therefore, you have paid £500 in accordance with our advice by last mail, the final balance due to Mr Sharp will be paid £22:11:11 only.

15. The Manager of the "Nor" Whaling Company on his return from the South did not come to Stanley, but proceeded to New Island in the S.S. Bonby. From there he wrote asking me to make up the account of sums paid by us on his behalf, adding that Mr Christensen would pay the amount upon application. In accordance with this request I enclose our account for £114:12:6 and shall be glad if you will kindly present the same to Mr Christensen at Sandefjord.

16. I propose, if nothing should intervene, to leave here in the Oravis on May 3rd for the holiday the Directors have been good enough to sanction, proceeding to Punta Arenas. This will give me an opportunity of finding out something about the ship and the cost of repairing the Samson. If possible I should like to visit some of the places up the Coast, and arrive in England towards the end of June. The usual Power of Attorney will be left with Mr Girling.

I am,

Sir,

Your obedient servant,

296 per Order (17.4.11)

ENCLOSURES

Copy of Stanley's Cash Book and Journal for February

Cash Voucher for February

Store Invents No.434

Remarks on Scores

1st of Exchange No.2677 on W. Bugge Esq., for £450. 5. 0

" " " " 2678 on W. Carpenter Esq., for £400. 0. 0

Mr Bernard Stuckney's cheque on London & County Bky Co. Ltd, £315.1.8

Order on Messrs Chr. Salvesen & Co. for £531. 5. 0

" " " " " 4. 9. 6

Insurance on Produce Return No.96.

Stanley Wages Return to 31st March

Copy of S.A.B. Society's account (signed by Mr Wharits)

"Hektor" Whaling Company - Account.

Nor Whaling Company - Account (for collection) and copy.

Berkeley Sound Farm. Application to purchase (for signature)

" " " " Memorandum of suggested adjustment

Letter from Mr Poché re purchase of leaseholds.

Copy of letter to Mr H.W. Irving re Casings.

Shipping Report

Remarks on Accounts

Statement on Accounts.

"Columbus". Record of first trip.

ORISSA (Supplementary).
397.

18th April

11.

Sir,

The Orissa arrived at 1.30 pm today and I received your telegram.

2. Mr Allen's report to you was unfortunately left behind at Darwin; as he always sends a copy for our file here we have typed it out with the usual copies; the original of course must go unsigned.

3. Mr Allen has telephoned that since writing his report some rather disquieting facts have come to his knowledge from Goose Green. You feared that the control of the work at Goose Green and the change of all the machinery there might be too much for Harris; Mr Allen, however, thought that he would be all right, and you afterwards suggested that Cookmen should be asked to remain through this season with Harris. Now, unfortunately, he has told Harris this, and the latter thinks in consequence that too much work is being put upon him and that he is being overworked. Mr Allen thinks that this cannot go on for another season and suggests that the control of the Goose Green work should be placed in the hands of a preserver, who should be a man used to our type of plant and work; no doubt a suitable one could be got from Australia. The Engineer's ~~xxxx~~ duties would then be confined to the purely engineering part, and in view of the complicated machinery now at Goose Green he should be a

F. L. Cobb Esq.,

Managing Director,

London.

597 per. Cruise (13.4.11)

2.

dedicated man, he would then be under the orders of the Preserver, except of course in so far as the technical part of the work is concerned. Mr Allen thinks that we ought to reverse the present arrangement and work on the above lines in the future.

4. The Columbus returned from her first trip on the evening of April 15th, the enclosed short resume of her run may be of interest. She had excellent weather for some 6 days, but on the return voyage from West Point to Stanley encountered a very bad Easterly gale - between Cape Despain and the Vainosers she could barely do three knots. Her average speed cannot be calculated as higher than 7 knots.

5. The Flyer has been refloated and I am glad to report that she is perfectly tight, it will take quite another month to get the repairs to the machinery completed, the boiler overhauled, and all refitted in the boat. Unfortunately, we have not received the flanges and copper pipe required for the fitting of the new circulating pump, but these may arrive next mail. If not, we must make flanges here and put in iron piping temporarily.

I am,

Sir,

Your obedient servant,

W. Hardy
Hardy

397 per Orissa, 18.4.11.

ENCLOSURES.

ORIGINALS.

Supplementary Store Indent No. 454

" Remarks on Stores

Darwin Harbour Store Indent

North Arm Store Indent

Mr Vere Focke's Indent

Let of exchange No 2679 on A/S Laborenus for £385. 2. 3

Mr W. Stickney's cheque on Lon. City & Mid. Bank Ltd for £150

Coasting Insurances

Comp Wages return to 31st March

Canning Works Wages return to 31st March

Laborenus Whaling Co. - Account (with copies of correspondence)

Mr Allan's report, April 10th (and copies)

Remarks on Accounts

Statement on Accounts

Letter for F.E. Cobb Esq.

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

W.F. Mail Itinerary - rough copy from memory.

Cable via Montevideo:- ISOGOLON BERTRAND ORISSA.

Note:- The two last words were added to this cable as it was thought the information might be useful to Mr Stoker.

R.M.S. OROPESA

May 2nd.

11.

398

Sir,

The S.S. "Sabara" arrived on the evening of April 23rd. to tow the "Wavertree" to Punta Arenas, and both vessels left at daylight on the 25th. Final accounts of the Wavertree are sent herewith, together with Mr Mayhew's draft on the Owners for £344:2:2. At the request of Captain Carsens of the Sabara we paid her port expenses, and enclose accounts of the same, including meat supplied, amounting to £17:8:11 for you to recover from the D.D.G. Kosmos. We have left it to you to say whether commission should be charged.

2. Before leaving Mr Mayhew informed me that Messrs J & A Brown propose retaining the Wavertree at Sandy Point in order to open up a coal trade there, and that they will send coal from Newcastle, N.S.W. in colliers carrying some 5000 tons. These colliers would proceed via Cook Strait, and return east to Australia, so that they will pass quite close to Stanley. Seeing that the Wavertree holds less than 4000 tons they would be able to deliver 300 to 500 tons of Newcastle coal here if we wished it. I gathered that we ought to be able to get it for something like £2/6 per ton, c.i.f. but the exact rate would be decided by their London Office. Mr Mayhew also said that they would be able to bring sheep or other produce from New Zealand, as the steamers could call at Wellington, and this may at a

F.E. Cobb Esq.

Managing Director.

London.

No 398, per OROPESA, 2.5.11.

2

some future time afford us an opportunity of getting rams landed here at a reasonable rate.

3. You may have observed in the Government Gazette sent by last mail the draft of an amended Probate Ordinance which was brought up for discussion in the Legislative Council on the 27th ult. The Gazettes arrived at the office only a day or so before the mail, and I had no opportunity of calling your attention to it at the time. At the meeting of the Council the Governor stated that he proposed to introduce and read the Bill a first time, and to make a few explanatory remarks. He said that the question had been under consideration for many years, - the subject was brought before the Secretary of State in 1908 when it was suggested that legislation on the lines of the Trinidad Estate Duty ordinance should be introduced. In 1909 the Secretary of State replied that they were amending the Trinidad law, and that legislation here might await the result. Nothing had been done since, and the Governor therefore considered that a short Ordinance might be sent home for the consideration of the Secretary of State, giving an indication of what was aimed at, and leaving it to the Colonial Office to amend if necessary. The Governor then pointed out that the effect of the Ordinance would not be that duties would be chargeable both in England and here, and read section 20 of the Imperial Finance Act of 1894, which by Order in Council of 3rd October 1895 was applied to the Falkland Islands. A copy of section 20 is sent herewith, together with a copy of a letter from the Governor.

I said that the principle of the Ordinance, as explained by the Governor, was one with which I was personally in sympathy, but that the methods by which the object was to be attained were open to discussion. I said that I knew

398 per Oropesa (3.5.11) 3.

nothing until the Bill was published in the Gazette and that I thought that all possible time should be given to enable the Boards of Directors of the various Companies operating in the Colony to formulate their views. The Governor agreed to this and I undertook to bring the matter to their notice. In answer to a question from me as to how it was proposed to assess the value of the shares under section 2 (6), the Governor said they would take the market value, whereupon I pointed out that there is really no market, for no Company operating here had applied for a Stock Exchange quotation and was not likely to.

The Governor then said that the dividend paid would give some basis to work upon, and I then suggested that in our case the last bona fide transaction in shares might be accepted as the value, but that the case of private companies would be different; in these cases I suggested that the most equitable way of arriving at the figure would be to value the whole estate and charge probate on the deceased shareholder's proportion of the total.

I expect the Governor will make use of this Ordinance to obtain information about dividends paid, and if therefore it is desired that these should not be known, it will be necessary to thresh this question out thoroughly. It might well be pointed out that the dividend is not always a criterion, for on one estate you may have the buildings and stock kept up to the highest condition, whereas on another the principal shareholders, with say only a life interest, may extract high dividends and spend as little as possible on the upkeep of the property and stock.

I have addressed letters to Messrs Holmsted & Blake Ltd, J.L. Waldron Ltd., and George Bonner & Co. Ltd., enclosing a copy of the draft Ordinance and copy of section 20 of the Finance Act 1894, explaining that this legis-
lation

No 398, per OROPESA, 2.5.18.)

4

lation is under discussion. I am not quite sure whether you object to my addressing letters direct to these Companies, whose Head Offices are in England, and have therefore sent the same under flying seal to you, to be transmitted if you approve.

4. The Lafonia was dismantled and laid up on her return from her last trip; there is a good deal of cleaning up to be done, and later on the decks will be caulked. Owing to the late arrival of the Columbus, and the fact that we have had only two schooners running there are a lot of arrears to be made up in the coasting work. Unless, therefore, the Gwendolin does one more trip there is no possibility of your having the balance of our wool in time for the July sales; under these circumstances I have told Mr Girling to send her to North Arm, taking out what will be almost a full load of stores and material for the new house at Mappa, and bringing to Stanley the balance of the wool, amounting to some 100 bales. After that she will be dismantled like the Lafonia. We have been experiencing an unusual amount of easterly wind; for the past six days it has been incessant, blowing very hard and at times with torrents of rain. The Columbus was delayed here two days by strong northerly winds after her loading had been completed, and this further spell of bad weather will, I fear, have prevented her loading at the ports for which she was bound.

5. I leave by the Oravia due tomorrow for Punta Arenas.

I am,

Sir,

Your obedient servant,

OROPESA.

May 15th

11.

399.

Sir,

I have to acknowledge receipt of your despatch No.1088 which arrived on the 3rd instant;also of your letters of March 10th and 11th.

2. Mr Harding left for Punta Arenas by the Oravia on the 3rd instant,in accordance with his arrangement with you.

3. 1088-2. The Columbus has made three trips to the West Falklands,and on the whole has done extremely well. She experienced exceptionally bad weather during the first and second trips,and has satisfied everybody thatshe is a good sea boat. The Master is a keen man,and appears anxious to do his part to make the new departure a success. Unfortunately, as it seems to me,he has not received definite instructions from Messrs Salvesen & Co,and has scarcely grasped the fact that the success of the coasting steamer is a matter of as great moment to ourselves and our clients as to his owners. Such instructions as he has to go upon have been received in a number of letters of various dates,and naturally he has in x many instances to reconcile these with local circumstances. He informs me that he has received definite instructions not to go through Reef Channel,and he proposed telegraphing to Leith for permission to go up Chartres River,- however,he has not done this,and my arrangements may involve his proceeding th there after delivering the next outward mail at Fox Bay. There are other matters regarding which it is desirable that

F.E.Cobb Esq.,

Managing Director,

London.

399 per Oropesa (15.5.11)

2.

Captain Saanum should have specific instructions, - I refer now to cost of loading in Stanley (he maintains that cargo should be delivered alongside), the impression which he appears to hold that it is to Messrs Salvesen's interest that he should obtain personally as large a share of passage money as possible in order to avoid agent's commission, and the fact that it must be left to us to decide whether a call at a particular port pays or not. However, all these are questions of minor moment, the main desideratum being that we shall carry on the coasting trade at a profit, and with the goodwill of all concerned - and I see no reason to doubt that we shall be able to do this.

4. Par.5. I note that £1500 has been paid into Court in connection with the Inverness-shire salvage, and that this sum cannot be paid out until authority has been received from all persons entitled to participate. I have sent out to North Arm for the signatures of the six men who were employed from there, in accordance with Messrs Ince, Colt & Ince's letter, and these will be enclosed if returned before the mail leaves. In the meantime, I forward the form signed by all the regular crew of the Samson.

5. Par.6. Mr Harding was able to read the despatch under acknowledgment before he left, and was much pleased with what you said about the Samson. I think it must be allowed that in spite of the very bad character which the tug has borne here she has done good work, and ever since she arrived has been instrumental in averting considerable loss to underwriters even if she has not added materially to our revenue. At the present moment, always excepting the question of her bottom as to which we are uneasy, I believe she is as able to perform her functions as on the day of her arrival in the Colony.

6. Par.10. We quite appreciate the advantage of a Bill being at sight rather than at three days, and will not fail

599 per Oropesa (15.5.11) 5.

to bear it in mind. Our practice has been to suggest a sight draft to Masters, but some of them have ideas on the subject and object.

7. Par.11. We were paid £50 as mail subsidy for the trip to Fox Bay, which, together with passage money and freight, brought the earnings of the Samson up to £65 for two days hire.

8. Par.14. We have no Office Furniture account, and I believe it is correct to say that the furniture in this office does not shew in the Balance Sheet. It has been customary to debit renewals and additions to General Charges, Consumption account being charged only with expenses incurred in carrying on business. Stationery has been classed with postages, and charged to General Charges.

9. Par.15. We have a considerable stock of 36" bagging, but only some 1000 yards of 54"; you might be inclined to ship out the order sent last mail in two or more consignments.

10. Par.16. It was impossible to identify the wool salvaged from the Malvina, many of the bales being torn, and most of the marks illegible. We sent you in June last - as per copy enclosed - a list of cargo on board at the time of the wreck, together with a specification of the 94 bales from Roy Cove. We have a note in the office that the Chartres 51 bales weighed 33,334 lbs nett, and the 27 bales of sheepskins contained 1350 skins, - the complete specification of £ 344 was enclosed in despatch No. 377.

11. Par.17. We explained by the following mail that Mr Dean sent the draft down to us just as the mail was closing and that we inadvertently omitted to ask you to send it to Mr Anson for endorsement. Had it been sent back to Chartres for the endorsement of the Station Manager greater delay would have occurred than was involved by forwarding it to Italy.

599 per Oropesa. (15.5.11) 4.

12. Par.18. It was certainly a very cool request that you should advance money to Sewell & Crowther on behalf of Dr. Turner, and they appear to have waived the question on receipt of your refusal. By last mail we received a copy of an account rendered by them to Dr Turner amounting to just over £70 for goods shipped out in Messrs Salvesen's steamer "Elenheim". I forward this for your perusal as it contains two points of interest, namely the freight is 60/- per ton weight, and the bulk of the provisions are from Eills & Co, against whose goods there is such a strong prejudice in the Islands. You may notice in the balances sent herewith that Dr. Turner was in our debt at the end of March; this, however, was rectified early in April.

13. Par.20, and letters. We note the arrangements you have made with the PSNC on the subject of freights. Although tallow remains at ~~xxxx~~ the same rate there is such a substantial reduction on wool and sheepskins, which represent the bulk of our shipments, we may fairly congratulate ourselves on the result of your efforts.

14. Letter March 10th. Mr Packe will write to you with reference to taking up the guarantee for myself. As Mr Bonner is at present living in England perhaps you would address him on the subject.

15. Mr Nilsen, Messrs Salvesen's Manager at New Island, was in Stanley for a day or two recently, and I got his signature to the enclosed account. He was engaged with the Governor endeavouring to persuade him to agree to extra payment on account of second trips made by the whaling steamers, and was apparently too busy to have much time for us. I thought his signature to the summarised account would enable you to collect from Messrs Salvesen money that was owing at the end of last year.

16. Mr Nilsen informed me that the new slip at New Island is supposed to be on the way out now, that he expects

399 per Oropesa (15.5.11) 5.

to have it in working order by September, and that he has been instructed from Leith to give facilities for hauling up the Samson. I trust these expectations may be realized, and that it will be feasible to abandon the project of sending the tug to Punta Arenas.

17. The Filling Machine arrived from Monte Video on the 3rd instant, and without unnecessary delay was forwarded to Goose Green. Mr Allan informs me that he is writing you fully about its working.

18. We are sending you a sample case of tongues canned at Goose Green which was sent in before the filling machine was set up. We sent the Governor a couple of tins and he has commented very favourably on their quality.

19. I enclose copy of a letter to the Colonial Secretary with reference to the inspection of the meat at Goose Green from which you will see that the Governor was asked to allow the Inspector of Stock to do this. Mr Townson is an M.R.C.V.S., and passed an examination in meat inspection. He shewed me a certificate to the effect that he attended a post graduate course in the same under Sir John McFadyean, and informed me that he was four months in the North London Meat Market. At the moment of writing I have not received a reply to my letter, but understand that the Governor sees difficulties in the way and is disinclined to accede to my request.

20. Mr J.H. Dean has written informing me that he has purchased Keppel Island. I am not aware what arrangements will be made as regards the shipment of wool, but assume that the Columbus will in future collect from Pebble Island as well as from Keppel. You have usually charged S.A.M.S. extra freight on account of the difficulty of shipping from their station - will this practice still be followed?

21. Mr Townson, the Stock Inspector, is anxious to have

399 per Oropesa (15.5.11)

6.

quarantine imposed on horses imported into the Colony, and has asked me what the views of the Board would be. Something like 50 horses were landed direct at Port Stephens with no certificate of health, and Mr Townson, who has just returned from the West Falklands, says a number were afflicted with an influenza cold, - which might be the presursor of other complaints. He adds that it seems illogical to strenuously forbid the importation of alfalfa from South America if free ~~animals~~ entry is allowed to animals which are possibly fed and bedded with the same.

22. Mr Allan is sending in two small tins each containing casings from five sheep; we will enclose these in a box and forward by mail. Mr Allan wishes me to say that the average length of the casing may be quoted as 23-25 yards.

23. On the invitation of the Governor I have accepted the seat on the Legislative Council vacant by reason of Mr Harding's absence.

24. Mr Packe has requested me to telegraph to you asking that the shipment of wire for his projected telephone line may be deferred. He is writing to you on the subject of telephones generally, and will probably inform you that the "expert", who was sent down from the River Plate to overhaul and improve the system in Stanley, has proved himself incompetent, and is being sent back by this steamer. The Governor is very anxious that matters should not be left as they are, and hopes to be able to avail himself of the services of the electrician who puts up Mr Packe's line. I know for a fact that he regrets exceedingly that he did not pursue this course when Homer was here.

25. I wish to draw your attention to the mutilation of your cable of March 13th. You will see from the word given in the message as received from Punta Arenas we were led to believe that the filling machine might be sent here by a special boat, and we thought you might have been able to ship it by the

390 per Orapesa (15.5.11) 7.

Kosmos steamer "Sebara".

26. The Esmeraldas arrived yesterday morning to load wool for the July Sales,- we asked for space for 2000 bales in a steamer about the third week in May, and I am afraid there will be somewhat short of that amount. It is not easy to forecast within a hundred or so bales, and it is seldom that vessels arrive here with the requisite space. The Captain hopes to get away tomorrow, but this is somewhat doubtful.

I am,

Sir,

Your obedient servant,

399 per Urogean (15.5.11)

ENCLOSURES.DUPLICATES. (Originals per Office, 18th April 1911)

Despatches Nos. 396 and 397.

Copy of Stanley Cash Book and Journal for February

Store Indents No. 434

Bnd of Exchange No. 2677 on N. Bight Eq., for £ 456. 5. 0

" 2676 " W. Carleton Eq., 400. 0. 0

" 2679 " A/S "Laborenia" 385. 2. 2

" 2678 " G. & C. Kreglinger 400. 0. 0

Insurance on Produce Return No. 96

Outgoing Insurances

Stanley House Return to Miss Harsh

Nor Whaling Co. Account

Laborenia Whaling Co. - Account

Ship "Waverline". Account

Mr Allen's Report for April 10th

Remarks on Accounts

Statement on Accounts

Letter for W.E. Cobb Eq.,

ORIGINALS.

Stanley Cash Book and Journal for March

Cash Voucher

Store Indents No. 435

Mr Packe's indent

Remarks on Stores

Ltr of Exchange No. 2681 on J. & A. Brown for £344. 3. 2, with
letter of advice.

Mr R.S. Felton's cheque on Lon. City & Mid. Bank Ltd for £200

International Money Order for £10 (for Mr A.L. Felton)

Ship "Waverline" - Accounts

" Survey Report

S.S. "Seba". Accounts.

Salvesen & Co. Account

Stanley Ledger Balances to March 31st

391 per Cooper (15 3 1)

EXHIBITS (continued)

Mr. Allen's report (100)

Collecting Invoices

Inventory - value - Signatures of crew and extra men

Sewer & Croft's Account by Dr. Turner's children

Selling Report

Receivable Mail Service - No. 100

Salvage Bill of Cargo lost in

Copy of letter to Colonial Secretary re inspection of records of

Revenue on Arrivals

Specimen on Accounts

Private Ordinances, Copy of

" 2 copies of letter from the Governor (with

section 50 of Imperial Finance Act 1894)

" Copy of letter to local Companies

" Letters (under flying seal) for Robert Blake Esq.

Messrs J. E. Watson Ltd, Gen. Danner & Co. Ltd.

Copy of your telegram of May 13 and your copy of same.

Specimen for useful before Exam.

Specifications:-	Wool.	Skins-	Tallow-
TU	5	4	
NA	11	7	
Z		95	
S		5	
H & B	158		
L	215		
JW		15	
WSP	249	8	2
OTB	101		
Imperial	80	2	
"	3		
J. & D.	50		
WHD	117	3	
WP	50	1	
JB	65		

May 1907 11

... 1.45 this afternoon, and I
... by the young man WAPPOO KAMUJA BOJUNA
... M. M.

It is ... that you have recalled such
... In the case of the Inverness-ship,
... the most effect of this result of our friend
... the similarity may be such that Officers
... in future, be more disposed to come to terms than the
... in previous sailing cases.

It is ... that the Bureau is dealing here with 750
... of cargo, including 475 tons of steam coal, - we shall
... of this supply as our stock is almost expended.

I enclose a copy of a letter from the Colonial
... in reply to my enquiry as to the inspection of
... for You will see that
... is of opinion that any certificate given by
... would be practically useless outside the Colony.
... is not the view held by Mr. Allan, and possibly it may
... of place to mention that I have been told that
... intends to introduce legislation making in-
... compulsory. It was really to him that
... was written, and as Mr. Robinson is at now
... Mr. Allan will obtain a certificate from him.

I am, Sir, your obedient servant,
... ..

J. B.
Managing Director
... ..

I am, Sir,
Your obedient servant,
J. B.

ORAVIA.
401.

June 12th 11

Sir,

I have to acknowledge the receipt of your despatch No. 1089 and letter of May 5th, which arrived by the Orcada on the 31st ultimo.

2. 1089-3. Messrs Salvesen & Co's letter should make it absolutely clear to the Government that the movements of the Columbus do not concern the Manager of the New Whaling Company. I am informed that Mr Nilsen will shortly be returning to Europe and that Captain Saanum has been instructed to oversee the building of the slip during his periodical visits to New Island. Naturally, this supervision can be only of a perfunctory nature, but Captain Saanum appears confident that he can give sufficient attention.

3. Par. 4. I have spoken to the Stock Inspector with reference to the rams per "Junin", and he informs me that even if he used complimentary terms upon their arrival in Stanley this applied only to their general appearance. As a matter of fact, the majority were suffering from Bronchitis, of parasitic origin, which could not have been contracted during the voyage, and the one animal which was badly afflicted with foot rot was in a separate pen upon arrival here. Of course the foot rot was of a non infectious nature, due in all probability to the conditions under which they travelled, - as a rule this disease has been observable in every recent shipment of rams.

4. Par. 12. We are very glad to have the rubber stamps
R. B. Cobb Esq.,
Managing Director,
London.

401 War Decaria (12.6.11) 2.

For use on Bills of Lading, and hope that mistakes in regard thereto have in consequence become impossible.

5. Par. 15. I was not in the Islands at the time of the salvage of the "Inverness-shire", and have no personal knowledge of Beaven's status on the Samson. Captain Thomas's version is that when the tug left Stanley late at night he was unaware that Beaven was on board, he being, in fact, a stow away. The next morning as Captain Thomas was boarding the vessel Beaven put in an appearance and asked to be allowed to work, and was informed that if he chose he could be employed on the Samson at regular daily rates, to which he gladly agreed. On the following Saturday he was paid £1.8.2, being 16 hours at 8d, and 17/6 overtime. Captain Thomas positively asserts, and Captain Birch and Axel Pettersson the boatswain corroborate him, that Beaven was distinctly told that he was not one of the crew for salvage purposes. I expressed my surprise that so experienced a tugmaster should allow a man to take any part in the work without a proper arrangement having been made. My knowledge of Beaven, beyond the fact that he was on the "Blacklist", as you note, is mainly derived from unfavorable reports of various employers in the Falklands, and that he confessed to having deserted from the Navy and more than one sailing vessel.

6. Letter of May 5th. We are all exceedingly glad to hear of the very satisfactory award in the Inverness-shire salvage case, and await your instructions as to apportionment. You will have seen from the list sent last mail that George Kelway was undoubtedly one of the crew, although his name was omitted from the earlier list.

7. Mr C.C. Wesell, of Passage Islands, who is at present in Stanley, informs me that when his partnership with C. Scott was terminated an amount was left outstanding which has not yet been paid, and which is now agreed upon as £570. Wesell's engagement is to pay this back in instalments, as may be convenient,

491 per Oravia (12.3.11). 3.

but as Scott has arranged to leave for England next April he has offered to accept \$200 in full settlement. Wesell has a balance of about \$50 in our books, and has some 17 bales of wool ready for shipment; would the Board be disposed to advance any balance that may be necessary to enable Wesell to avail himself of Scott's offer? Of course by the time this payment would be made another year's clip would presumably be ready.

8. I am sorry to have to report a somewhat serious accident to the Columbus. I telegraphed to you via Punta Arenas that an accident had occurred at San Carlos, that she had been temporarily repaired there, and had proceeded to Port Howard on May 23rd, since which date I had received no news of her. This telegram was dispatched on May 31st, and on the following morning she arrived in Stanley, having steamed from Port Howard at reduced speed. The only communication made to me by the master was contained in his letter of May 19th, of which I enclose a copy; information as to the movements of the steamer was subsequently supplied by Mr Cameron's Manager. A survey was held whilst the vessel was being discharged and it was found that the crank pin end of the after web of the L P engine was broken. The repairs which had been executed were not substantial enough, and a crack had already developed in the plate they had put on the front side. It was recommended that thicker plates should be put on and properly secured; this having been done and the boiler pressure reduced a seaworthiness was given and the Columbus left for Salvador on the evening of the 6th inst. When the new shaft for which Captain Saanum telegraphed arrives it will not take long to fit it, and I understand advantage will be taken of the opportunity to line off the crank shaft and so rectify the cause of the accident and which is attributed to bad work at Buenos Aires. Upon receipt of the news detailed above I considered the position

401 per Orania (12.6.11)

4.

We were in with regard to the West Falkland Mail Service, and as Messrs Salvesen's agents here wrote to the Colonial Government as to carrying clause 15 of the Mail Contract, I secured the approval of the Governor to one of our schooners being detailed for the work as a temporary measure. A copy of a letter to that effect from the Postmaster is enclosed herewith, as well as a copy of my letter to the Manager at New Island, drawing his attention to Messrs Salvesen's liabilities under the contract. I might emphasise the fact that Captain Saanum's brief letter left me in very great uncertainty as to the extent of the damage, and I felt bound to prepare for eventualities which, happily, have not come about. Even as it is there has been a delay of at least a fortnight, a further period will be necessary for carrying out the necessary permanent repairs, there is a possibility of her breaking down again pending this, and during the interregnum she is only able to steam at $\frac{3}{4}$ speed. Under these circumstances I trust the Board will approve the steps I have taken.

9. As soon as we heard of the accident to the Columbus I decided that the schooners must take up their running again, and at once made arrangements for putting them into commission. The Lafonia was quite dismantled, the Master engaged by Mr J.H. Dean for the "Richard Williams", and the crew scattered; however, she was soon got ready, loaded with a good cargo of coal etc for Fox Bay, and left for that port with eight passengers on June 2nd under command of Captain Rowlands. The Owenbölln had not been stripped and the crew were still on the articles so that it was a comparatively simple matter to load her up with a full cargo for the Chartres, representing at least \$50 freight, and dispatch for that port on May 27th; from there she will bring in a load of wool and at least nine passengers.

10. In view of the quantity of wool to be brought in

401 per Oravia (12.6.11)

5.

For the September sales I propose letting both schooners make two or three trips, and after that they may be used for bringing in shingle, of which the Governor wants some 300 tons. The delivery of Mr Packe's telephone poles is also a matter for which a schooner may be advantageously detailed in preference to the steamer. In any case I submit it would not be wise to dismantle them until we are quite certain that the Columbus is competent to cope with the work.

11. I enclose copy of a letter from the Acting Colonial Secretary forwarding copy of a report by the Chief Inspector of Stock as to the Canning Works at Goose Green. You will observe that Mr Tomson is careful to state that he did not visit the works in an official capacity, and I understand he has informed Mr Allan that, if desired, he is quite prepared to give a general certificate as a private veterinary surgeon.

12. When the Oropesa arrived here homeward bound on May 15th we had no less than 13 second class passengers for her, and as only four berths were allotted to us Captain Archer insisted that all these passengers should sign an agreement that they were only taken on the understanding that they would have to give up their accommodation at Montevideo if it were wanted for bookings at that port. Seeing that the Government had prior right to a berth for Nurse Davies, and that Miss Miller had long booked her passage, there were only two berths left to which we were entitled, and I told the Purser that as the W.I.C. were responsible for the passages of Messrs Cookman and Gordon I trusted that any re-arrangements found necessary at subsequent ports would not preclude these two going through. The enclosed copy of a letter from Mr G.B. Gordon shows that he was disembarked at Montevideo, and whilst informing you of the steps he proposes to take probably discloses one reason why he was treated as he ^{not} would have wished. I have not heard whether Mr Gordon was

401 per Ombria (12.6.11) 6.

the only F.I. passenger treated thus.

15. At Mr Allan's desire I forward you copy of correspondence which has taken place between himself and the Acting Colonial Secretary on the subject of certain complaints which have been made in connection with the Church at Darwin. This correspondence is in continuation of letters (with which you have been supplied) that have passed between Mr Allan and James Smith, and which culminated in an application for a summons against Mr Allan to shew cause why he had dealt with property said to belong to the Presbyterian Church. It appears that the Governor holds the view that the registration of the Darwin Church as a place for celebrating marriages, as published in the Gazette for August 1905, and the declaration of the Board in the same year that they "hold it in trust for those who benefit by its use" prove that the building is a public one, and as such liable to Government overlooking. The Governor asked me to talk the matter over with himself and the A.C.S. and after consultation with Mr. Allan I suggested that, whilst refusing to recognise Smith or any individual, there was no reason why if a polite request for information were addressed to Mr Allan on behalf of the Government this should not be afforded, and the accompanying letters are the result. I felt that neither the Director nor Mr Allan would wish that there should be a repetition of such proceedings as took place at a recent law case in Stanley, more especially as Mr Allan's action in erecting the bell at Goose Green might appear open to question. At the close of this telephonic correspondence Major Bearright informed me that he should write to Smith saying that the bell would be replaced, that he would be able to see the statement of accounts in the F.I. Magazine for July, and that the matter was therefore at an end. So far as this incident is concerned I trust that you will agree the right thing has been

101 per Drayton (17.6.11)

7.

done. With regard to the future, it is greatly to be desired that the Board will take such steps as may be necessary, to settle this vexed question of ownership once and for all. I may add that it is commonly believed that this agitation has been initiated at Darwin, and that Smith has been simply a tool, one indeed that has been sharpened by contact with greater and more cunning minds.

14. The Esmeraldas left on the 17th May with 1844 packages and the amount indicated in my telegram as being on board was exceeded by 126 bales wool and 7 bales sheepskins from North Arm, this representing a load per Gwendolin which arrived after the Droessa had sailed.

15. Mr Cameron's Manager has sent in 108 cases of Preserved Meat, and has asked that it may be shipped by the coming mail-boat to Messrs John Hoare & Co. Naturally, I have been unable to promise this.

16. A difficulty has arisen as to the registration of the Columbus here. The documents are written in Spanish, and the signatures on the Bill of Sale have not been attested by the British Consul; I do not know whether it will be necessary to have this done, but upon Captain Szant's return to Stanley will go into the matter.

17. The Governor has suggested to all employers of labour that the holiday on Coronation Day should not deprive daily labourers of their pay, and as there seems a general disposition to assent (Government men, Mr Packe's and Williams' men will be paid) I have agreed that our men shall not suffer by comparison. The Governor made such a point of this, arguing that Coronation Day is such an unusual event that I trust you will not be displeased of my action. It means a gift of an eight hour day to some 20 men, - at a cost of something over £5.

18. I telegraphed you via Punta Arenas on May 21st, as follows: - ABOLIRONO COLUMBUS ENBILIBAST SAN CARLOS RECHERAR PORT-ROVARE MANUELLO HARCUNGA.

I am, Sir,
Your obedient servant,

11 of 30 (18. 1911)

1810. 1911

1811. 1911

Copy of Stanley's Book and Journal for 1911
Cash Voucher

Stock Indents No. 120

Remarks on Stores

Mr. Pack's Indent

Accounting Instructions

Shipping Report

Mr. Allen's Report

"Columbus" Copy of letter from Captain Hanson May 19

" " to Colonial Secretary May 19

" " from Postmaster May 25

" " to Halvesen & Co. New Leland May 26

Copy of Harvey reports (2)

Leading Works, Meat Inspection. Copy of corres. with Colonial Secretary

Barwin Church. Copy of corres. between Mr. Allen and Col. Secretary

Copy of letter from H. K. Gordon

Remarks on Accounts

Statement on Accounts

Specifications	1901	1910
N A	5	
J.P.	50	
Triangle	2	19
<u>Boys' Louis</u>	<u>55</u>	

Replicas. (Originals at Esmeraldas, 17th May 1911)

Copy of Specification and Bill of Lading for Esmeraldas

Copy of letter to Mr. Robb 2nd May 17th

ORISSA

July 11th

11

402

Sir,

I beg to acknowledge receipt of your despatch No 1090, which arrived by the ORISSA on the 23th ultimo.

2. 1090-3. The Colonial Postmaster informs me that the missing bag of mails was delivered in Buenos Aires through some error, and that the blame for this has not yet been fixed. It was received here a month later, but naturally the delay was inconvenient and vexatious. We will, in future, enclose the Directors' copies of the despatch in the Lisbon envelope.

3. Par. 5. We do not anticipate any questioning of the rate of freight outward from Stanley to the various Stations. We have now had ample time to hear of any complaints, and the fact that none have been received may be taken as indicating general satisfaction.

4. Pars. 4 & 17. The correspondence between yourself and Messrs Silvesen has been read with interest, and I think the latter may be assured that when conditions are normal there is no reason why the service should not run smoothly. Certainly we have given, and will give every possible facility in Stanley, and though my previous remarks as to Captain Saarum need but little qualification at present there is no doubt that he is an unusually capable and hard-working man. I do not suggest that he should adopt the methods of the local men, but have no hesitation in saying that he will do better work for his employers when he becomes more acquainted with, and reconciled to

F. E. Cobb Esq.,

Managing Director,

London.

(408. DEP. RECORD, 11.7.11)

The conditions which obtain here. When the Columbus is once again in full working order there should be little objection to her making the various special calls at present arranged; she has invariably gone North about, and very little delay has been involved by her calls at San Carlos and Port Howard. As regards the loading of cargo in Stanley we have regularly put on a gang of men, and the charge for this will appear in our statement of account; I have explained this to Captain Stamm, telling him that all such items will be subject to scrutiny and adjustment by you. Owing to the delay in arrival here there was an accumulation of cargo for delivery, but when this has been overtaken I cannot think there will be any necessity for Captain and crew "being worked like beasts". We have from the outset decided that we cannot at once ship away any cargo arriving by the mail steamer, with the exception of a case or two of fruit, which is always kept handy; all other cargo has to be kept back for a subsequent opportunity.

I can assure you that we are doing everything to facilitate smooth working, and if the steamer cannot successfully cope with the work it will not be due to any want of assistance from us.

5. Par. 5. The Assembly Rooms Company have passed winding up resolutions, and the matter is now being dealt with by the Liquidators. The Royal Insurance Company require that some competent person should be employed to make a detailed valuation of the building in order to see what was the actual value of the property as it stood immediately before the fire. As the building was totally destroyed it is somewhat difficult to do this, and the question has been raised whether the Insurance Company can dispute their liability, seeing that they have all along accepted the full premium.

6. Par. 8. We have forwarded to the Colonial Secretary Mrs. Smith's application to purchase the Berkeley Sound farm, but at present have not been informed whether the Governor in Council agrees to it.

7. Par. 12. I think we can rely upon getting the Port Howard wool to Stanley in time for the cargo boat in August. There is also a quantity of tallow there, but this may not be brought in at the same time.

8. Par. 13. The "Kenuta" arrived on June 22nd, which, being Commemoration Day, was a holiday. In order to hasten her discharge we put the bulk "J.P. Smith" on one side and the bulk "Capricorn" on the other, using one of the lighters for the general cargo: as the ORISSA was following her so quickly, with over 200 tons of cargo, we had to keep the other lighters free. After the Capricorn had received about 150 tons of coal she showed signs of leaking and we had to take her away, - this handicapped us as we had intended putting a lot of the wood into her. However, in spite of the holidays, the arrival of the mail boat and some very bad weather the Kenuta got away on the 30th, having discharged some 380 tons in six working days. I am bound to confess that the reception of 1100 tons within a week is a bit above our weight; our receptacles are inadequate, at any rate until we get the Garland back from Goose Green, and it is difficult to comply with the requirements of the Commanders.

9. Par. 14. We are glad to hear that you are in treaty for the purchase of a bulk for Darwin. Our stock of house coal is getting low, so we trust that the "Fleetwing" will not be long delayed. You will probably discuss with Mr. Harding the scheme of building out the Goose Green jetty so that the bulk can lie alongside.

10. I enclose copy of a letter received from Messrs Salvosen's manager at New Island, from which you will see that no arrangements have been made there for dealing with the position arising out of the inability of the Columbus to carry on the mail service. Clause 15 of the Contract lays down that in the event of an accident another steamer shall be put on with all due speed, but it would appear that there is no means of doing this. Are we to be prepared to step into the breach with our schooners?

(102) (11) (11)

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I regret to report that a boy named Cartmell was with a severe accident at Goose Green, his hand being caught in the pulling machine and badly crushed. Doctor Foley decided that amputation was necessary, and informed that it was most desirable that this should be done in Stanley. I therefore sent Mr. Benson to Goose Green for the boy, and am glad to say that the operation was successfully performed, - the hand being taken off just above the wrist.

The Gwendolin had very bad weather on her trip to the Georges and sustained considerable damage to rudderhead, masts, etc, and I forward extended Protest together with Sawyers report and estimate. Seeing that the vessel is to be laid up and that the carpenters have so much other work on hand I propose waiting for longer days and better weather before repairing her, and in the meantime may have received your instructions in the matter. You will see that it is estimated to cost £120 to repair her, and it has occurred to me that you may decide not to spend this amount, or may compound with the Underwriters and arrange to do the necessary work when convenient to ourselves. Should it become advisable to place the schooner in commission again this could be done in about a fortnight, and the work could proceed concurrently with that of rigging her up. Captain Hoatz leaves the Colony for Buenos Aires by this mail, but at present we have ample work for the crew, as they are engaged discharging cargo recently received. We had to use the Gwendolin to take a load from the Kentia, and as soon as we have got rid of this consignment I propose getting her dismantling into Captain Thomas' hands.

I forward a copy of a letter received from Mr. F.M. Weiss applying for the post of Preserver at Goose Green; in my reply I invited him to write direct to you. Mr Allan seems favourably impressed with the letter, and thinks the proposed methods of working are in accord with his own ideas.

The Kentia took 60 live sheep for ship's use, and we

(600) (11.7.11)

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changed 20/- each for 22/- instead of 12/6 as usual. At this time of year the skin is worth something like 8/- and the carcass something in the neighbourhood of 10/-.

I mention this in case you receive a query from Liverpool.

15. I enclose copy of a letter from the West Coast Manager of the P.S.N.C. from which you will see that it has been arranged for the "Junin" to call here about August 18th. By that time if all goes well, we shall have a large quantity of produce on hand, and I have asked for space for 2500 tons measurement.

16. Before the register of the Columbus could be transferred the Governor required that she should be re-measured, and suggested that this might be done whilst the Kenuta was in Stanley. Accordingly the Chief Officer and Chief Engineer were requested to do this; their report has been sent in and I understand that the registration will now be proceeded with. We paid a fee of £6:6:0.

17. Mr A.E. Felton has sent in a list of stores which he desires you to purchase for him from C & E Morton and others, and this is sent herewith. I do not know what view you will take on the subject, and have simply informed Mr Felton that his list is being forwarded to you. When his account is made up to the 30th June there will probably be a debit balance of from £100 to £200, but his wool was shipped from here in May and he has a quantity of tallow to be sent forward.

18. At the present time we are very short of carpenters, our staff only consisting of 5 men and 3 boys, of whom at least two men are not of the best. Would you discuss with Mr Harding the question of sending out two or three single men? We are really unable to keep abreast of current work, and should there be any ship requiring work to be done we are hardly in a position to undertake it.

19. The question of lighters is one which will call for action at no distant date. The Rosa Baker is really very

20. The "Tilton" is in need of constant attention and repair; the "Tilton" was severely damaged when driven ashore in the gale of January 1897, and is condemned as not worth spending money on. Therefore we shall not have for receiving cargo what can be considered in good order save the "Nimrod" and "Fairy", - capable of carrying only some 150 tons weight. As a matter of fact the mail work is very hard on lighters, especially when they have to be taken out to Port William, and of course when cargo for this port is stowed in more than two hatches these lighters do not afford sufficient facilities.

21. I am glad to say that the "Plym" is almost completed, and we hope to have her ending before the next outward mail. We were very pleased to receive the capstan flanges by last mail, but unfortunately they are of too small a size and it has involved considerable contrivance to make them do.

22. As it is uncertain when the new crank shaft for the "Columbus" will arrive, and how long it will take to put it in, I propose keeping the "Lafonia" running until we have got the produce in for the September sales. We have been able to put something like a picked crew in her, and with Rowlands keeping so well she has done some smart trips. I trust you will sanction her being kept running for a time.

23. The "Preserver" and "Tinsmith" from Goose Green are going home by this mail, the killing there having been completed at the beginning of last week.

24. We enclose the usual half-yearly accounts current for the following:- Messrs Holmsted & Blake, Ltd; Messrs J. L. Waldron Ltd; Messrs Dean & Company, and Mr J. H. Dean.

I am,

Sir,

Your obedient servant,

402 per Orcoma. (10th July 1911)

ENCLOSURES.

Duplicates. (Originals per Oravia, June 13th 1911).

Despatch No.401

Copy of Cash Book and Journal for April

Store Indents No.436

Remarks on Stores

Coasting Insurances

Mr Allan's report of June 7th

Remarks on Accounts

Statement on Accounts

Copy of letter to F.E.Cobb Esq, June 12th

Bill of Lading per Oravia.

ORIGINALS.

Copy of Cash Book for May

Copy of Journal for May

Cash Voucher

Store Indants No 437

Remarks on Stores

Mr Vere Packe's indent

Mr A.E.Felton's indent

Cheque No.89409 on Deutsche Bank for £32.18.11 favor R.S.Folton

89412	"	44.10.10	"	G.J.Felton
89413	"	15.11. 3	"	T.Binnie
89437	"	14.17. 5	"	Mrs Rowlands
89440	"	15.11. 3	"	J.H.Stewart
89441	"	14.16. 9	"	Mrs Watt
89442	"	31. 2.11	"	R.J.Dettleff

Accounts Current (with two copies each for the following):

Messrs Holmsted & Blake Ltd.

" Dean & Company

J.H.Dean Esquire

Messrs J.L.Waldron Ltd.

Stanley Wages Return, June 30th

Camp Wages Return, June 30th.

R.M.S. ORISSA

August 7th

11

403

Sir,

I wrote last per "Orcoma", which left here on the 11th July, and have received per "Oropesa", on the 26th ult, your despatch No 1091 and telegram SENDRECHT CASINGS SAUMREFF SAURIODES IMBIECHI PACKE VISIT FEASIBLE ATKINSON IMPOSSIBLE INDOZZA WORK.

2. 1091-3. Nothing further has transpired with reference to the proposed Probate Duty Ordinance, and it may well be that the Governor has been advised to postpone further consideration of it. Mr Packe and others have repeatedly said that they would not object to the Imperial Exchequer deriving benefit from the Colonists provided that it was looked upon and acknowledged as a contribution towards the maintenance of the defences of the Empire, but they dislike the idea of these exactments being made by the Home Government as a right. I doubt whether consideration has been given to the question of the shareholders in the various Whaling Companies, but probably the Ordinance, if passed, would not apply to the Dependencies unless by special enactment.

3. Par. 5. I am afraid that Messrs Salvesen & Co. have not read my remarks in the spirit in which they were written. I said all the difficulties mentioned were of minor moment, and that I saw no reason to doubt we should be able to carry on the coasting trade with the goodwill of all concerned. With reference to Reef Channel Captain Saanum tells me that he has again written

F.E. Cobb Esq.

Managing Director.

London.

(403 per ODESSA, 3.3.11.)

2

to Messrs Salvesen & Co saying that he must not be prohibited. As to passenger fares, difficulties still arise owing to the charges for victualling and luggage; the Master hands us in a statement of his gross earnings, and expects a receipt in full, leaving it to us to collect a proportion as and how we can. The new crank shaft arrived by last mail, and was put on board without delay; the Chief Engineer and Master thought that the work of refitting would be more expeditiously carried out at New Island, and the Columbus left here with the West Falkland mail, en route for that port, on July 27th. That night and all the next day she experienced a heavy gale, during which the patched up crank shaft carried away, and she came back to Stanley under sail. The work of dismantling was at once undertaken, and she is now almost ready for sea again.

I enclose a statement of account up to the end of July, and in future will send this each month. You will notice that I ~~am~~ have included the wages of our men delivering cargo to the steamer; we await your instructions as to whether this item is to be charged to the Store for the future. It was the delay and expense entailed in the collection of outward cargo that hampered the schooners so much, and the cost per ton to the Store would be inconsiderable.

4. Par. 6. I am glad that you have received payment in settlement of the "Inverness-shire" salvage case, and that the apportionment to the crew will be sent out next mail. I believe you have the corrected list of those entitled to participate.

5. Par. 10. Your correspondence with Docotr Turner will surely convince him of the necessity for adhering to proper business methods, and will confirm my remarks to him on the same subject. He has not answered my last letter.

6. Par. 11. I beg to thank the Directors for accepting Messrs Packe and Bonner's as sureties for myself.

7. Par. 13 and telegram. I cannot understand why you have not received the sample cases of tongues and casings which we sent home by the Esmeraldas. I have had the 47 barrels of the

(408 per DEISSA, 7.8.11)

3

casings put on the deck of one of our lighters in the full expectation of getting them away by this mail boat, but should there not be room for all of it we will get a few barrels away and send the balance by the "Junin".

8. Par.14. I enclose a copy of correspondence with the Colonial Secretary in reference to the inspection of the Goose Green meat works from which you will see that the Governor is awaiting a reply from the Secretary of State. It has been stated here that the Governor is not disposed to afford facilities, and holds that it is our affair entirely. When Mr Greenshields was in Stanley last May he informed me that he had seen the Governor on the subject of inspection of the works at San Carlos without receiving any satisfactory assurances. He also told me that he intended to call upon you and discuss the matter with a view to joint action.

9. Par.15. I received a letter from Mr J.H. Dean by last mail in which he wrote "I expect you will have to help the "Richard Williams now as she will have two Islands to look after, so I will write to my son George informing him that "he has to employ the Falkland Islands Company's vessels if "he wants any work done". This means, I suppose, that we do not collect his wool unless specifically asked to do so.

10. Par.16. Mr Townson has been in communication with several of the Managers of Stations on the West Falklands, and there seems a general opinion that horses should be examined upon arrival, but I do not think any steps are at present being taken to enforce this. It is reported that a vessel from Punta Arenas is shortly due to land some 80 horses on the West Island, and this is the sort of thing that Mr Townson desires to stop.

11. Par.17. At Mr Packe's request I am including in our cable a request for the fittings for his telephone poles, -he was desirous of getting all the poles set up before Homer got here, but as no saddles or roofs have come he cannot do this. It is understood that the first work that Homer undertakes here will be the putting into order of the Stanley system,

(40% per ORISSA, 7.8.11)

4

and this may afford Mr Packe an opportunity of preparing his lines.

12. Par.18. As a rule your cables via Punta Arenas only anticipate your despatch by a fortnight so that there would not be much benefit in having them repeated when in doubt. It is rare indeed that a mutilation occurs in those received via Monte Video.

13. Par.19. We have received the forms for the inward cargo per Columbus, and will see that they are used as directed. Do you wish them sent home each mail, or only when the produce is shipped from here?

14. Par.21. I am sure that the Managers and staff appreciate the Vote of thanks passed at the General Meeting, and will do their best to deserve a similar recognition next year.

15. Par.22. Your very full and illuminating account of the circumstances under which the Darwin Church was built has been read with much interest, and will remain on record for all time. As you will have received additional correspondence, upon which I anticipate that you will have something to say, I need not now go further into the matter. I read your paragraph to Mr Allan, who thinks that the subsequent developments will only serve to strengthen the Board's determination to put an end to the present position.

16. Par.23. We hope soon to hear that the "Fleetwing" has sailed as the stock of House coal is running short both here and in Darwin, - you will remember that we have sold 60 tons to the Colonial Government. Mr Allan informs me that his stock will hardly take him up to the end of the year, and that he hopes it will be replenished before shearing commences.

17. When the Columbus broke down again, as reported in Par.3, the Lafonia was loading for San Carlos. With the "approval" of the Governor she was at once constituted the mail boat, and left the same day with mails and passengers. The Governor stipulated that there was to be no extra payment for this service, stating that he held Messrs Salvesen to their contract to provide another vessel. This is the second occasion upon which the Lafonia has

carried the mails, as to which you will doubtless come to an understanding with Messrs Salvesen. The Government no longer pay a subsidy of so much per trip, the contract providing for a payment of £50 per month.

18. The Governor in Council has agreed to the purchase of the Berkeley Sound farm on the understanding that 10% of the purchase money, i.e. £535:4:0, be paid to the Crown Agents in London on the 31st of December next. We shall be glad if you will agree to this.

19. The German four-masted barque "Ranee Rickmers" has put in here for new sails and general repairs. She was towed in by the Samson on Sunday the 30th July. The Master, Captain Dau, reports himself as from ~~Zantoff~~ Barry for Mexillones, 85 days out, with coal, and informs me that he got as far west as 74 degrees before having to put back. Enclosed you will find a copy of the Surveyors' report, from which you will see that we have to make nine new sails and that the general damage is somewhat extensive. In cabling to you I have asked for a credit for £1500, but at this early date it is almost impossible to estimate the probable disbursements. We hope that the repairs will be completed in six weeks from now.

20. I believe that when last insuring our schooners you arranged for a return of premium for that part of the year that they were not in commission. I therefore remind you that the Gwendolin ceased to run upon her return from the Chartres on June 19th.

21. The repairs to the Plym are now completed, and she is once again under steam. There is no doubt that Baseley has done excellent work on her, and I hope later on to send you a full report of what has been effected. The length of time occupied has been very considerable, but many other matters have needed his attention, and prevented continuous work on the launch.

22. We have now a considerable quantity of wool, tallow etc, for shipment by the "Junin", expected here on the 18th,

(403 per ORISSA, 7.8.11)

and I enclose a draft specification of what we have on hand. If she takes all we offer it will be the largest consignment for a considerable time.

23. I enclose a copy of a letter received from a Mr. Hudson who offers his services as a wool classer. I have advised him to place himself in communication with you.

24. Mr. Whaits has given up the management of Keppel Island, and proceeds to England by this opportunity. We have made up the Society's account to date, and forward you two copies thereof. In accordance with instructions I have drawn a draft on them for the balance, amounting to £277:6:5.

25. I am cabling to you, via Monte Video, as follows:-

RENNE RICKMERS RUNDFISCH ISOCHORE IMBIECHI FOLEY BOOK
PACKE REDEMANDER SPINDLES ROOFSADDLE.

I am,
Sir,

Your obedient servant,

405 per Orissa (7.H.11)
ENCLOSURES.
 1. Duplicates. (Originals per Orcoma, 11th July 1911)
 2. Despatch No. 402.
 3. Copy of Cash Book and Journal for May
 4. Store Indents No. 437
 5. Remarks on Stores
 6. Coasting Insurances
 7. Stanley Wages Return, June 30
 8. Mr Allan's report
 9. Remarks on Stores
 10. Statement on Accounts
 11. Gwendolin - Survey Report.

ORIGINALS.

Cash Book and Journal for June
 Store Indents No 438
 Remarks on Stores
 North Arm Indent
 V. Packe's Indent
 Dean & Anson's indent
 1st of exchange No 2686 for £90 on Anglo South American Bank Ld
 " 2687 " £277. 6. 5 on South American Missionary Society.
 Cheque No. 89406 on Deutsche Bank Ld for £14.16. 9
 " 89438 " 31. 2. 7
 " 89478 " 29.14. 3
 Mrs Dean's cheque on Lon. Joint Stock Bank Ld. for £24.17. 4
 Norges Bank Notes, value Kr. 720 (see remarks)
 Coasting Insurances
 Mr Allan's report
 Stanley Ledger Balances to June 30th
 " Store " "
 Butchery Ledger Balances to June 30th
 Remarks on Store Debtors
 Camp Wages Return to June 30th
 "Columbus" Account

400 ... (7.12.11) 2.

ENCLOSURES

ORIGINALS (Continued)

- Remarks on Accounts
- Statement on Accounts
- Shipping Report
- South American Missionary Socy Account current (2 copies)
- "Pence Rickmers". Survey report
- Copy of Ordinance No.4 of 1911
- Copy corres with Col. Secretary re Inspection of Meat at Goose Green.
- Copy of letter from B.E. Rudson, June 27th
- Copy of letter to PSNC, Valparaiso, July 25th
- Copy of letter to E. Pinto Basto & Co., August 7th
- Two letters for F.E. Cobb Esq.

Specifications:- Wool. Skins. Tallow. Hides. Wings

		Wool.	Skins.	Tallow.	Hides.	Wings
Official Journal for June				238		47
J.B. No. 473				53		
Remarks HW	40	8		14		
WED	18					
WP				48		
JHD	92					
JLW	421			35		
ERM	3					
JR	31		2			
S			4		15	
JB	150	5		2		24

Remarks on Accounts
 Statement on Accounts
 Shipping Report
 South American Missionary Socy Account current (2 copies)
 "Pence Rickmers". Survey report
 Copy of Ordinance No.4 of 1911
 Copy corres with Col. Secretary re Inspection of Meat at Goose Green.
 Copy of letter from B.E. Rudson, June 27th
 Copy of letter to PSNC, Valparaiso, July 25th
 Copy of letter to E. Pinto Basto & Co., August 7th
 Two letters for F.E. Cobb Esq.

Enclosures with letter to Managing Director, 16th August 1911.

DUPLICABLE. (Originals per Orissa, August 9th 1911).

- Despatch No. 403 "71" (continued)
- Copy of Cash Book and Journal for June
- Store Indents No. 438
- Remarks on Stores
- End of exchange No. 2686 for £90 on Anglo-South American Bank Ltd.
- " " " " 2687 for £277. 8. 5 on S.A. Missionary Society
- Coasting Insurances
- Mr Allan's report
- Stanley Ledger Balances, June 30th
- " Store
- Butchery
- Remarks on Store Debtors
- Remarks on Accounts
- Statement on Accounts
- Copy of letter to F.E. Cobb Esq.
- Bill of Lading per Orissa (Casings).

ORIGINALS.

- Store Indents No. 439
- Remarks on Stores
- Insurance on Produce Return, No. 97
- South Georgia Whaling Company - Account
- Specifications:-

	Sheepskins.	Hides.
McG	10	42
- Specification and Bills of Lading per "Zinin"

OROPESA.

4th September

11.

404.

Sir,

My last despatch left by the Orissa on August 9th, and I have received per Oravia on the 24th ultimo your despatch No.1092, and cablegram "Inform Foley late. "

2.1092-3. We have not yet fully dealt with the salvage apportionment, but this will be done without avoidable delay.

3. Par.4. I have communicated to Mr Wesell the Board's sanction of an advance of £300 to him, at the same time making it clear to him that his produce is to be brought into Stanley and consigned to us.

4. Par.5. I am afraid that my report cannot have expressed clearly the position in which I found myself when the accident happened to the Columbus. As soon as the Governor heard of the breakdown (and the information available was very scanty) he telephoned to me asking what steps were to be taken in order to carry out the contract for the delivery of the mail. It was generally known that most, if not all, of Messrs Salvesen's steamers were on the point of leaving for Europe, but I wrote to their Manager at New Island explaining the position and asking what he proposed to do in the matter. As a stop-gap, and in order to give time for a reply, I agreed with the Governor that the schooner should be considered an "approved vessel", and thus avoid any question of clause 20 of the mail contract being enforced. Had not this been done this would undoubtedly

F.E.Cobb Esq.,

Managing Director,

London.

404 per Oropesa (4.9.11)

£.

have been threatened, and it was, as I thought, for the benefit of all concerned that the course pursued was undertaken; at the same time I am free to confess that I was under the impression that if any obligation was being conferred it was upon Messrs Salvesen rather than upon the Colonial Government. In any case had steamers been available at New Island it was necessary to send a schooner there to apprise the Manager of the circumstances, and nothing could have been sent to Stanley until he had received my letter, - too late to run that mail; there is the fact also that passengers absolutely declined to travel in her at the time, and the point was raised as to her fitness to carry the mail, from the point of view of safety.

5. Par. 6. I am glad that the Board approve of the schooners having been put on to bring in produce when the Columbus broke down; you have been informed that the Swendolin only made one trip. The Lafonia lifted rather under 400 bales, that is to say, less than a load for the Columbus, but from no fewer than seven ports. I feel sure that no objection will have been raised to this, in view of the undoubted fact that the steamer could not have accomplished the work singlehanded. As it is there is ample work to keep the Columbus going up to the end of November and Captain Saanum informs me he must have at least a fortnight then to scrape and clean the vessel, in order to have her ready for the next season. Ever since her arrival here she has been kept going at high pressure and I consider it would have been impossible for her to have done better than she has under the circumstances. You will remember that we were expected to get the Port Howard and Port Stephens produce in for the September Sales, and most of the wool we recently shipped has been baled up for several months, - even now, wool has been ready at Chartres and Saunders Island since May and we have not been able to lift it.

6. Par. 8. The Board's decision on the subject of the Church at Darwin has been noted; Mr Allan will be very pleased at the abolition of a state of things so anomalous and unsatisfactory

404 per Orpesa. (4.9.11)

3.

as at present obtains. When the new building is erected, and the old one removed, there will be no room for interference on the part of any outsiders, - a much to be desired solution of an intolerable situation.

7. Par.10. The news of the sailing of the "Fleetwing" on July 19th is welcome, and considering the terms of the Master's engagement we may look for a quick passage.

8. Par.11. Your wishes and instructions as to the disposal of the "Fleetwing" and her crew will be carried out. It should be possible to discharge 100 tons direct into one of the schooners, which could be sent to Darwin without delay, and so relieve Mr Allan's anxiety lest this should arrive after shearing has begun.

9. Par.13. I have suggested to the Governor that the switchboard should be returned to Hubert's by this mail, and understand that this will be done. Possibly one for a metallic circuit will be sent before this reaches London so that Homer may be in a position to undertake the Stanley work before proceeding to the Camp.

10. Par.14. Copies of correspondence with Dr Turner, which I have previously sent you will shew that I have somewhat forestalled your request that I should point out to him the proper course to pursue if he wishes remittances made at home. I forward copy of a further letter which I have sent him on the subject.

11. I enclose copy of letter to Valparaiso as to shipment of the balance of produce here. At the time of writing I am not aware whether the West Coast Manager will decide to send a cargo steamer as requested.

12. The repairs to the Renee Rickmers are proceeding satisfactorily, and I hope that she will be able to leave in less than a week from this date. No telegram was received from you as to a credit having been arranged, but I anticipate no difficulties will arise with so substantial a firm as her owners.

404 per Oropesa (4.9.11) 4.

We have made nine new sails besides repairing others, and I think that for once we have a Master who is satisfied with the way in which the work has been put through.

13. The Government have for some considerable time been conferring with the Commanders of the PSNC steamers and local men as to the most suitable place round the Islands for the erection of a fixed light and the consensus of opinion has been in favour of one of the Sea Lion Islands. The Governor consulted Mr Harding on the matter, and has now decided to proceed at once with the project. An official letter has recently been addressed to me in which the Government express regret that, owing to a misunderstanding, the necessary permission has not been obtained from the Directors. It is added that no doubt exists "that your Company, so far from offering any objection to the proposal, is anxious to assist a work of such public utility". I have replied that whilst reporting the matter to you I felt that no doubt the Board would acquiesce.

14. I forward a report by Baseley upon the work that he has done on the Plym, and I trust that the improvements and alterations effected will meet with the Board's approval. As regards the repairs and general overhauling, I can assure you that excellent work has been done, and further that the additions he has made have considerably added to the usefulness of the launch. She is running smoothly and well, with greater speed and lower consumption of coal. The general service pump delivers 1200 gallons of water per hour, which may be useful as an auxiliary to the Samson in the case of a fire; she has been delivering fresh water to the Renee Rickmers under these conditions, enabling us to supply her requirements under most favourable circumstances.

15. I understand the Governor has been in communication with the Secretary of State as to the appointment of an Inspector of Canneries, although a reply has now been received

404 per Oropesa (4.9.11)

5.

I have not been made acquainted with its tenor. Mr Townson informs me that he has expressed to the Governor his opinion that the work could be carried out by him if a Deputy Stock Inspector were appointed for service in the busier part of the year. I believe that as soon as this mail is away the matter will be gone into.

16. We have recently had correspondence with a Mr F.I. Martinez, of Buenos Aires, who is anxious to use a considerable quantity of stone from here for paving purposes, and after submitting samples he seems likely to be in a position to proceed with the project. He now informs me that he hopes to be able to commence business on smashed stones suitable for the concrete work of the Military Post at Bahia Blanca. The Governor has agreed to afford him the use of the premises and plant of the Naval Depot, and it is probable that Mr Martinez will call here by next mail, on his way to Punta Arenas for the purpose of obtaining workmen. If the scheme comes to full fruition Mr Martinez expects to send a vessel here at the end of the present year for the first of a series of loads of suitable stone.

17. We are sending a statement of the earnings of the Columbus during the month of August, but have not included the mail subsidy or the amounts payable for the calls at special ports. It would simplify our accounts if these amounts could be credited quarterly, but naturally we will fall in with Messrs Salvesen's wishes in the matter.

18. The 4 m. Barque "KINROSS-SHIRE", belonging to Messrs Thos. Law & Co., bound from the Tyne to Puget Sound, with a cargo of coal, bricks etc, arrived here on the 1st instant. Sundry damages have been sustained during severe weather to the SW of the Falklands and a quantity of the cargo has shifted, giving the vessel a decided list. The second mate is suffering from a compound fracture of the leg and has been admitted to the Cottage Home. A copy of the Surveyors' Report is enclosed; you will see from this that there is a

404 per Dropesa (4.9.11)

ENCLOSURES.

Duplicates. (Originals per Junin, 16th August 1911)
 Copy of letter to F.E. Cobb Esq.
 Store Indents No 439
 Remarks on Stores
 Statement on Accounts
 Specification and Bills of Lading per Junin.

ORIGINALS.

Copy of Cash Book for July
 Copy of Journal for July
 Cash Vouchers, June and July.
 Store Indents No 440
 Mr Vere Packe's Indent
 Remarks on Stores
 Cheques on:- Union of Ldn and Smiths Bank for £8.10. 0
 Deutsche Bank (London Agency) 31. 2. 7
 Mr Allan's report
 Coasting Insurances
 Shipping report
 Remarks on Accounts
 Statement on Accounts
 Plym. Engineer's report on repairs.
 Correspondence:- Copy of letter to PSN, Valparaiso, 18th August
 " " Dr. Turner, 31 August
 " " Pinto Basto & Co.
 Letter for F.E. Cobb Esq.,

Specifications:-	Wool.	Skins.	Tallow.	Hides.
HGC			38	
D.S. G ₁	66	6		6
AFC		3	6	7
H&B			26	
FBC	29	7	12	
Triangle				18
NIC				132

ORAVIA.
405.

October 2nd 11.

Sir,

I wrote last per Oropesa on September 4th and have received, on the 21st ultimo, your despatch No. 1093 and telegram FICTIONIST RICKMERS KINROSS HARDING ORTEGA OROPESA.

2. 1093-2. I have received a long letter from Messrs Salvesen & Co., wherein they raise several questions which will need Mr Harding's consideration. It appears that certain ports are thought to be dangerous, and Captain has definite instructions to use his own discretion as to whether he will call at such or not. If this embargo is put into force in the case of a number of stations presumably other arrangements will have to be made for lifting the produce therefrom.

3. Par. 4. Your decision that the hulk "J.P. Smith" is to be sent to Goose Green is noted. Mr Allan informs me that at the head of the present jetty there is about 9 feet of water at high tide, and that this increases to 15 feet at a distance of about 30 yards. It is probable that a smaller vessel than the "J.P. Smith" would be large enough.

4. Par. 6. The boy Cartmell was on the staff at Goose Green and at the time of his accident was employed cleaning the filling machine, - which was not then running. It appears that he overbalanced and in his endeavours to recover his equilibrium put his foot upon the lever which brought the plunger down. He is only about 14 years of age and Mr Allan

F.E. Cobb Esq.,

Managing Director,

London.

405 per Oravia (2.10.11) 2.

hopes to be able to employ him during the coming shearing season. Mr Hutcheon was present when the accident took place, and will be able to give you full particulars.

5. Par.8. I have written to Mr Weiss, as per copy of letter enclosed, requesting fuller information as to his qualifications for the post of preserver, but it is probable that he has applied to you in the meantime. Some weeks ago Mr P.W. Smith, of Punta Delgada, called at this office on his way from Buenos Aires, and informed me that Mr Weiss was working under him last season, and he hoped not to lose him as he was a thoroughly capable man.

6. Par.9. In July our sheep average 60 lbs in weight, which @ 2½d comes to 12/6, our usual charge for live sheep. Skins taken off sheep in that month would probably not be marketed before March, when they would realise - at present prices - at any rate 6/- or 7/-, to which has to be added the value of the fat etc. I have again spoken to Mr Allan on the subject, and he feels very strongly that less than 20/- would leave no margin of profit.

7. Par.15. I enclose a statement signed by Captain Thomas and others giving the facts as to the employment of Beaven. I have told Captain Thomas that he was unwise to allow this man to do any work, and that as the Samson left Stanley fully manned it ought to have been unnecessary.

8. Par.17. I send you a copy of a letter received from Messrs Wilson Sons & Co. Ltd in which your message in reference to the credit arranged on account of the "Renee Rickmers" is incorporated; you will notice it is stated that your cablegram arrived at Punta Arenas too late to be forwarded by the Oropesa. This is unfortunate as it necessitated a further cable from myself as well as considerable delay to the vessel.

9. Par.18. You will have seen by the Bills of Lading per Junin that the number of bales etc indicated by my cable were consigned to you, and that the 282 bales for Mr Carpenter were not treated as "Clients' wool", which I think is in accordance

405 per Oravia (2.10.11)

3.

with our regular practice.

10. The "Renee Eickmers" sailed on September 25th having been delayed a couple of days by adverse weather. As reported in my letter of September 5th the repairs were practically completed at that date, but owing to the fact that I had received no news of a credit being arranged I told the Master that we would have to delay his departure. The Surveyors recommended that certain further work should be carried out, and this occupied practically the whole interval before the arrival of your message per Orcoma. This extra work brought up the total disbursements to £1349. 6. 4, and as the credit asked for was only £1500 I took a second draft for the surplus. It did not appear necessary to cable to you for an extension of the amount.

11. The repairs to the "Kinrossshire" are proceeding without a hitch, but the account is likely to be larger than estimated. The Surveyors in their report recommended that as regards the main deck it "requires to be caulked", but they thought this meant merely going over the bad places, - as a matter of fact it is found that the whole deck has to be caulked seam by seam. We hope that we shall complete the work in a fortnight or three weeks. The cargo has been restowed and the Master informs me that he thinks the acid damage does not amount to very much.

12. The Russian 4m. Barque "Albyn", Captain Karlsson, 75 days out from Antwerp to Gatico and Iquique with coke and patent fuel arrived here on the 21st September. She anchored at the entrance of Port William whilst the Orcome was there and Captain Kite promised to ascertain her name and report her arrival from Punta Arenas. She has lost a large number of sails, and there is a considerable amount of damage to ironwork. A copy of the Surveyors' report is enclosed. As the majority of our men are engaged on the Kinrossshire, it is difficult to estimate how long her repairs will take, but we hope that she will be away in a couple of months. As

405 per Oravia (2.10.11)

4.

Regards disbursements I think we should not be safe in asking you to arrange a credit for less than £2000, and I am cabling you to that effect.

13. Mr Hoyer, arrived by the Orcoma and in accordance with your desire, as communicated to me by Mr Harding, he has been out to Goose Green to draw up a specification of what is needed for an installation of electric light there; I hope to be able to enclose this herewith, or at least to send it by the supplementary mail.

14. I do not think your attention has been drawn to the fact that Mr David Smith's lease of Great Island expired in 1906, and no record can be found of the Board's wishes in the matter.

15. Our assistant blacksmith's agreement expires next year, and it will be necessary to replace him. During the present spell of ship's work Husband has not been satisfactory, and on more than one occasion he has been under the influence of drink during working hours.

16. The steam whaler "Tulla" and sailing vessel "Havfruen" belonging to Mr Chr. Christensen of Sandefjord, arrived here on September 21st. Capt. Jorgensen successfully applied to the Governor for a license to kill whales in the waters around the South Sandwich Islands. I have undertaken to finance them in respect of payment for the license and for stores, and before his departure Capt. Jorgensen will give us a draft on Mr Christensen.

17. I have received a letter from Valparaiso informing me that the Corcovado will call here between the 7th and 15th instant to load wool for the November Sales We shall have about 350 bales wool, 100 bales sheepskins, 500 barrels Tallow and a number of hides, besides a considerable quantity of preserved meat from San Carlos.

18. I have cabled you, as follows: - FEDERAL ALBYN NYSTAD ISOCCLINIC.

I am,

Sir,

Your obedient servant,

405 per Oravia (2.10.11)

407 per Oravia (2.10.11)

ENCLOSURES.

Duplicates. (Originals per Oropesa, 4th September 1911).

- Despatch No. 404
- Cash Book and Journal for July
- Store Indents No. 440
- Remarks on Stores
- Mr Allan's report
- Coasting Insurances
- Remarks on Accounts
- Statement on Accounts
- Letter for F.E.Cobb Esq.

ORIGINALS.

- Cash Book for August
- Journal for August
- Cash Voucher
- Remarks on Stores
- Store Indents No 441
- North Arm Indent
- Dr. Foley's indent for Drugs
- 1st of Exchange No. 2690 for \$1500 on Rickmers Reismuhlen & A.G
- " " 2691 " 349. 6. 4 "
- " " 2692 " 342. 0. 11 on John Heare & Co.
- Laurvig's Privatbank cheques on Deutsche Bank:-
- No. 89443 favor Jane Steel for £ 62. 5. 2
- 89445 " J.D. McKay " 62. 5. 2
- Mr Allan's report
- Shipping report
- Coasting Insurances
- "Renee Rickmers" - Accounts.
- " " Second and last survey reports.
- "Albyn". Survey report.
- "Inverness-shire". Statement re Beaven.
- Correspondence:-
- Copy of letter from Wilson Sons & Co, Ltd, 14th Septr.
- " " Colonial Secretary, 29th Septr.
- " " Salvesen & Co., Leith, 24th August
- " to Mr A.H. Weiss, 28th Septr.
- " " E. Pinto Basto & Co.
- Letter for F.E.Cobb Esq.
- Specifications:-

	Wool	Tallow
L	8	21
J.L.W.	29 8	
J.H.D.	29	
B	88	

CORCOVADO.
406.

9th October

11.

Sir,

The Corcovado arrived yesterday and has ample space available for all the cargo we have for shipment. The Columbus is expected back tonight or tomorrow morning with a full load of tallow and meat from Port Howard and San Carlos; I trust Captain Hewson will be able to await her arrival.

2. I forward you copy of letter from Baseley resigning his position as Engineer, together with a copy of my reply. I also send you copies of letters from the Governor informing me that he has offered him the post of Colonial Engineer. I cannot help thinking that the Directors will ~~think~~ consider it a most unusual proceeding for a position to be offered to a man still under engagement to them, and it may be that you will decide to bring the fact to the notice of the C.O. I suppose that you will take steps to replace Baseley as soon as possible.

3. The decision to revive the post of Colonial Engineer has been taken without consultation with the Council, neither Mr Packe nor myself having any inkling of the Governor's intention until after the sanction of the Secretary of State had been received by cable. It is open to question whether Mr Baseley is qualified for the post, which will involve the care of electric plant, erection of buildings and repairs thereto, drainage, road mending etc. etc., in addition to all work in connection with launch, slip, fire engine etc. Mr Packe agrees with me that before such an appointment is made it would be

F.E. Cobb Esq.,

Managing Director,

London.

406 per Cascovado (9.10.11) 2.

desirable, not to say courteous, to discuss the matter with the unofficial Members, and allow the salary to be voted before pledging the Government to its payment. When the Estimates are considered the point will undoubtedly be raised.

4. I regret to say that a writ has been served on Mr Allan at the instance of Harris, who claims £300 and costs as compensation for damages caused to one of his children through being bitten by a dog. The rules of the Supreme Court render it unlikely that the action will come to a hearing before the middle of November, and we entertain the hope that in order to proceed to Patagonia Harris may decide to abandon it.

5. Mr Townson informs me that he recently had an interview with the Governor on the subject of inspection of Canning Works, and was given to understand that it was not proposed to take the initiative, but to leave it to those interested to make their own arrangements.

6. Mr Allan asks me to report that in spite of the recent severe weather the stock is in good order, and that the loss of lambs has not been so great as seemed probable.

I am,

Sir,

Your obedient servant,

408 per CORCOVADO (9.10.11)

409 per CORCOVADO (9.10.11)

ENCLOSURES.

Duplicates. (Originals per Oravia, 2nd October 1911).

Despatch No. 405

Cash Book and Journal for August

Remarks on Stores

Store Indents No. 441

2nd of exchange No. 2690 for £1500. 0. 0 on Rickmers Reimblen etc. A.G.,
 " " " 2691 " " 349. 6. 4 do.

Bk "Renee Rickmers"- Account.

Mr Allan's report

Coasting Insurances

Remarks on Accounts

Statement on Accounts

Copy of letter to F.E. Cobb Esq., October 4th.

ORIGINALS.

Store Indents No. 442

Copy of letter of resignation from R.B. Baseley & reply.

Copy of corres. with Colonial Govt. re Colonial Engineer.

Specification of shipment per Corcovado and Bills of Lading

Specifications:-

Skins. Tallow. Hides.

D S		
G I		4
BEM	3	7
Triangle	18	29
F	31	
JLW		23

OFCOMA.

30th October

11.

407

Sir,

I wrote last per Corcovado on the 9th instant and have since received your despatch No.1094 per Orissa.

2. 1094-2. Your decision that goods sold from the Storce are to be considered f.o.b. is noted and makes the situation absolutely clear. I presume this arrangement is retrospective, and we can make the necessary adjustment later on. With reference to the fact that our men now load and unload the Columbus I have to report that upon her arrival with a full load for the Corcovado they struck in a body, and refused to work for less than 1/- per hour. In order to prevent delay to the cargo boat I entered into an agreement with Captain Hewson by virtue of which we paid 9d per hour and the PSNC the remaining 3d. As soon as the steamer was away a body of 25 to 30 labourers came to see me and reiterated their demand for the full 1/- per hour whilst working on board the Columbus. Naturally, I refused this exorbitant claim, but conceded the extra penny as a temporary measure, leaving the question to be raised again upon Mr Harding's return and upon the receipt of your views on the subject. The men's contention is that as the Columbus employs no local labour she is as much an "outside vessel" as the PSN boats, which for casual labour pay 1/- per hour, with 1/8 an hour overtime, and the concession of a penny that I have made puts her on a level with such "outside vessels" as the "Richard Williams". I do not think there is any doubt that the workmen

F.E.Cobb Esq.,

Managing Director,

London.

407 per Oropesa (30.10.14) 2.

have appreciated the fact that in England as a result of strikes most grades of men employed in connection with shipping have secured an advance of wages, but there remains the supposed further grievance that a vessel manned entirely by foreigners has put a number of them out of work, and employs a crew which is paid below the standard rate and is not sufficient to do the work of loading and discharging.

3. Par. 7. The delay to the "Renee Rickmers" was not great, but the vexing part was that after getting the work through smartly and more expeditiously than usual the ship had to be detained owing to your cablegram not catching the Oropesa at Punta Arenas. As I reported last mail, extra work was found to be necessary and the Master was satisfied that no other course was open to us than the one we pursued.

4. Par. 10. I have communicated to William Biggs your reply on the subject of the land to the West of the Church. The width of the plot is, however, 99 feet, and Biggs contends that your statement of facts leaves the third of this to the Westward unaccounted for. He says the house erected by his father was found to stand partly on the land belonging to Herkis (and subsequently sold to Mr Dean), and that to the best of his knowledge and belief the mortgage given to Mr Dean gave the latter possession of house and land for eight years only, after which the house was to be removed. He informs me that Mr Dean used the house for eight years and then it was pulled down and taken to Pebble Island. He estimates that the house was worth from £250 to £300, and asks whether it was likely that this building and the land would have been given up in exchange for a debt of £84. 3. 0. Biggs has been told by the Registrar General that there is no trace of the third ~~portion~~ portion (165' X 33') having been transferred, and that it stands in the name of Williams, who was a schoolmaster many years ago.

5. A meeting of the Legislative Council was held on the 20th instant to consider the Estimates for 1918, and I forward

407 per Ordoona (30.10.11)

3.

You an abstract from the Minutes. Mr Packe and I took great exception to the appointment of the Colonial Engineer having been made before Council had been asked to vote the money, and we questioned Baseley's suitability for the position, but the vote was passed by virtue of the official majority of three to two. As regards the Town Hall, I took a stronger line than Mr Packe, and my opinion as regards the cost has been confirmed by the knowledge that various items in connection therewith will be charged to other votes; for instance, landing charges and cartage of materials will be covered by the vote for "Transport" and labour of the permanent staff digging foundations and erecting will be debited to the Colonial Engineer's department. I feel confident that the building will cost at least £9000, (and more probably £10,000 or £12,000), before it is handed over as complete. In reference to the West Falkland Mail Service you will notice the Governor stated that Messrs Salvesen were given "certain privileges", and I have since learned this means that they are granted the use of five whalers on payment of one license; under ordinary conditions a license permits the use of two whalers only.

6. I am glad to report that Mr Allan has compromised the claim for damages entered by Harris on account of the dogbite referred to in my last despatch. After considerable discussion I, acting on Mr Allan's behalf, offered him £100 in full discharge of all claim, including costs, and this was accepted. I cannot but think this was the best means of ending the case, which in the circumstances would undoubtedly have gone against Mr Allan, and at the best would have involved his coming to Stanley during the busy season, together with a large number of witnesses whose evidence was immaterial except in so far as they proved or disproved the question of callousness on one side and spitefulness on the other.

7. The whalers "Tulla" and Havfruen" have sailed for the Sandwich group, and I enclose a draft on Mr Christensen for £207. 8. 0 to cover their disbursements.

407 per Orcoma (30.10.11) 4.

8. The British Ship "CLAVERTON", 49 days out from Port Pirie to Queenstown with a cargo of grain, was towed in here by the Samson on the 23rd instant. She met with terrific gales from the 15th to the 17th, and was twice pooped by what the Master considers tidal waves. An apprentice was washed overboard, the wheelman was only just saved, the compasses were lost, the cabin and haldeck were gutted, wheelbox and wheel damaged, several sails blown away and a quantity of stores destroyed. The cargo shifted and it is feared that some is damaged by water getting below. As the vessel is homeward bound only absolutely necessary repairs will be effected, but as will be gathered from the enclosed copy of the Surveyors' report this will be no inconsiderable amount. In cabling her arrival here I am asking for a credit of £1250, which should, we calculate, cover the disbursements.

9. The repairs to the Kinrossshire are nearing completion, but the caulking has been seriously handicapped by the extremely inclement weather. I trust that another week will be sufficient, and that she may be away before the next mail arrives.

10. In the case of the Albyn the repairs have been kept back both by the weather and the fact that our available staff has been mainly employed on the other vessel. However, her completion should be reached a week or so after the Kinrossshire. I have not yet been advised that you have been able to arrange a credit with the owners, but trust this may reach me by the coming mail.

11. We are having an overhaul of the Samson, which is somewhat overdue; the condenser tubes have all been taken out, cleaned and repaired, the "running gear" has been looked to, and next week we propose to put her on the beach (after first emptying her of coal and water) in order that her bottom may be cleaned and painted, and if possible her tail end shaft examined. If all goes well we should have her ready to tow the ships out when needed, but for the next week or so would

407 per Orcoma (30.10.11) 5.

be unable to use her, even if wanted.

12. The Lafonia has been sent round to various ports on the South Coast with telephone poles for Mr Packe, the crew consisting entirely of men from our jetty gang. I have spoken to Captain Saanum with reference to the Columbus taking coals to Darwin, and he requests me not to put him on to this work, but to employ the schooner. When the Fleetwing arrives, therefore, the Lafonia will be loaded up direct as coal is urgently needed at Darwin.

13. Up to the time of writing there is no news of the Fleetwing, and we are naturally anxious that her arrival may be no longer delayed. There is a report in the Shipping Gazette that she was spoken on July 27th in 51 N and 44 W, which is so unlikely that we place no credence in it. Unless she arrives at once we cannot get the Master and crew away by this mail, and although this will involve an expense which you doubtless wish to avoid, it will give us an opportunity of utilising their labour for purposes of discharging and dismantling. At this season of the year it is almost impossible to cope with our ^{current} ~~present~~ work if, as is the case at present, we have several ships in the port for repair; we put as many as 20 men in the sail lofts, and you will readily understand that this employs every available hand.

I am,

Sir,

Your obedient servant,

407 per Orcoma (20,10,11)

ENCLOSURES.

DUPLICATES. (Originals per Corcovado, 9th October 1911.)

Despatch No. 406

Store Indents No. 442

Specification of shipment per Corcovado.

ORIGINALS.

Copy of Cash Book for September

Remarks on Stores

Store Indents No 443

Darwin Indent for Bazaar Goods

Dr. Foley's letter to Barclay & Sons

1st of exchange No. 2695 for £207. 2. 0 on Chr. Christensen

Kosmos Whaling Company. Account.

Mr Allan's report

Stanley Wages Return to 30th September

Camp Wages Return to 30th September

Ship "Claverdon". Survey report.

Coasting Insurances

Shipping report

Remarks on Accounts

Statement on Accounts

Estimates 1912 - various documents

Copy of letter to E. Pinto Basto & Co.

Specification of 12 Bales Sheepskins

ORISSA

November 27th

11.

408.

Sir,

Mr Girling's last despatch left per Orcoma on the 31st ultimo and I received at Montevideo your despatch No. 1095 per Oropesa, which arrived here on the 15th instant, and telegram as per copy enclosed.

2. 1095-2. The question of payment for our schooners for the W.F. mail when the Columbus is not available is settled by Salvesen's letter of October 19th and we are debiting them with £100 for the two mail trips of the Lafonia. Their suggestion as to the course to be followed in the event of a breakdown of the Columbus is not altogether satisfactory; although they agree to our receiving the subsidy, it is quite likely that once the schooners are dismantled and the crews dispersed, it may cost more than £50 to put one in commission for a short trip. It is doubtful if we shall be able to find a suitable Master, and the insurance premium alone for even a month would probably swamp more than half the £50. On this point, if you will refer to Mr Nil- sen's letter to us of the 6th June, copy of which was sent in despatch No. 402-10, you will see that he wrote "I have no in- structions from Messrs Salvesen whatever in the event such an accident as now happened to the Columbus." As you point out in your letter to them of Sept. 29th, Salvesens have undertaken in case of accident to give notice to their Manager at New Island and to continue the service with another whaler. On the first

F.E. Cobb Esq.,

Managing Director,

London.

408 per Orissa. (27.11.11) 2.

breakdown the Manager writes that he has no instructions whatever to do anything, and to add to the confusion they write on July 27th that their firm is not established at New Island, but only the New Whaling Company, and the New Whaling Company has nothing to do with the Mail Contract. I have recapitulated the above in order to emphasize the difficulty in which we shall in all probability be placed before long; on her returning to Stanley on Oct. 29th it was found that the starboard boiler was leaking so much that it was imperative it should be seen to before the wool season. McNicholl started on Oct. 30th and worked continuously up to Nov. 16th, early and late, in order to finish before the mail, and it might be as well to let Messrs Salvesen know that we have been taken to task pretty severely by the Masters of sailing vessels here waiting for repairs that our best Blacksmith has not been allowed to touch any of their work for nearly three weeks. On first filling up with water the patch was still leaking badly, but after further caulking she was able to start away with the mail. Until her return we do not know how the work stands. The boilers are presumably as old as the ship, 16 years, and you will recollect the Samson's boiler, when 17 years old, had to be replaced by new. The second boiler of the Columbus will have to be repaired sometime next year and it is as well to be forewarned. Comparisons have at times been made as to the work done by Punta Arenas steamers. Messrs Brauer & Blanchard's "Araucania", 424 tons gross (built in 1893 and re-boilered in 1907 (14 years) came across with a load of timber and a comparison of her crew compared with that of the Columbus is instructive.

Columbus, 387 tons gross

Master

Mate

Boatswain

5 Deckhands

Cook

Araucania, 424 tons gross

Master

Mate

Boatswain

13 Deckhands

Cook

408 per Orissa (27.11.11)

3.

Steward	Purser
2 Engineers	2 boys - stewards
2 Firemen	4 Engineers
<u>14</u>	<u>4 Firemen</u>
	<u>28</u>

The Araucania carries three large scows on deck.

If the Columbus is to do anything like the same amount of work as the Coast steamers, it is small wonder that Captain Saanum complains that they are worked like beasts. There is no doubt that the crew should be considerably augmented, especially in the wool season, and a Purser carried in order to leave the Master freer to attend to the actual work of the ship.

3. Par. 3. The Fleetwing arrived on Oct. 31st after a long passage of 105 days. Captain Parsell was nearly putting into Montevideo, as they were very short of water off there, and it is much to his credit that he pushed on. I have promised to point this out to you and to ask you to treat him generously when settling up. He earns no gratuity under the agreement; with such a slow vessel there was not much chance of this from the start. The boatswain arrived with an injured foot and another man was suffering from Asthma and heart disease; both were sent to the Cottage Home, but will be well enough, we hope, to leave with the rest of the crew by the mail.

4. Par. 4. The Governor is glad to learn that you have been able to settle the question of the switchboard, but the Town Telephone is at a standstill for want of poles. Similarly, with Mr Packe, and both are very sick that Homer is here on pay with nothing to do. I explained that the PSN are congested with cargo in Liverpool and tried to comfort them by saying that the poles will probably be sent in the Potosi. If Mr Mantle should find that the original switch board is defective, it will clear up the doubt about the man sent down from Montevideo by Mr Groves. This man could not get the telephone to work without crosstalk.

408 per Oriassa (27.11.11) 4.

all along the line, and was sent back as incompetent. Mr Groves, whom I saw in Montevideo, said he felt sure that it was the fault of the switchboard, so I am curious to know the result of Mr Mantle's inspection of the instrument.

5. Par. 5. Mr Girling sent you on October 4th the telegram about the Renee Rickmers, which arrived in Punta Arenas just too late to catch the Oropesa.

6. Par. 8. Mr Allan is glad to learn from your telegram that an Engineer for Goose Green has been selected; he proposes to let Weiss have Harris's house and put the Engineer in the new one sent out last year.

7. Par. 9. My letters from Buenos Aires will have put you in possession of full details as to the engagement of Weiss - salary is to be £450 per annum with gratuity of £50 for successful work. Six months' notice on either side. You will see from his telegram that he again referred to the matter of furniture, asking if the Company would pay for this after two successful seasons. I replied that I could give no guarantee, but would ask you to consider the question of an extra gratuity after two years' successful work. I enclose copy of a letter sent by the Araucania, and would refer you specially to that part relating to the filling machine. The way I regard the matter is as follows:- Mr Allan is still of opinion that the present machine will give trouble, and even if Weiss can get it to work better, it can hardly be up to the standard of the rest of the plant; seeing that the ~~original~~ machine originally ordered by Mr Allan would have cost £310, whereas this cost only £44! We have now engaged at a high salary a man who, there is every reason to believe, is very competent, and if he fears that this filling machine is not up to the mark, I take it that the Directors will not wish to jeopardise the success of the canning for a matter of £50, which according to Smith is the cost of a suitable machine by Waller & Co. To save time I have suggested to Weiss to write to you direct, for if you decide to send another machine, it could be here a fortnight before he arrives. It is unfortunate that

408 per Orissa (27.11.11) 5.

he cannot come over earlier, but apparently we are lucky to get a man at all.

8. Par.11. The fidelity bonds required from myself and Mr Girling are sent herewith, duly executed.

9. Par.12. The enclosed correspondence with Dannevig & Co. will explain that there was a mistake in the account, but it is strange that they had not received Mr Girling's letter of Sept. 1st when they wrote you on October 9th. The question of expenses incurred as Norwegian Consul on the relief of a sick seaman is dealt with in a separate letter, copy herewith. Doubtless, they will now settle the account.

10. On my arrival in Montevideo I received a letter from Mr Hudson to the effect that he had accepted a permanent job in the River Plate.

11. On the night of the 3rd instant occurred the heaviest gale experienced for some years, Mr Packe's barograph showing 28.25. The ships in the Harbour dragged, one cutter broke her moorings and two other cutters anchored at Kidney Island were blown ashore and completely smashed up. Fortunately, the Fleetwing arrived three days before. We suffered one disaster only, but we fear this may turn out to be a serious one. The Lafonia left Stanley on October 27th for Fort Louis, Port Harriet and Fitzroy, with telephone poles, wire and fittings for Mr Packe, also materials and provisions for Bluff Cove; she reached Fort Harriet on the 30th, poles had been landed at two points out of three and the schooner was anchored close to Mullett Creek on the 3rd, with both anchors out owing to heavy weather. During the night the wind attained to hurricane force, and in spite of the fact that chain was paid out link by link the schooner dragged on to the sand beach to the Eastward of Mullett Creek. Seas were washing right over her and Captain Rowlands feared every moment that the masts would be rolled out; the crew were wet through, they were unable to have a fire, and all hands left the vessel and walked over to Stanley, arriving about 6 am on the 4th inst. having been compelled to practically abandon the ship. Captain

408 per Orissa (27.11.11) 6.

Rowlands was quite knocked up, and Mr Girling sent Captain Thomas over at once to take charge of the vessel and arrange about getting her off. On his return to Stanley he saw Rowlands and arranged to float the schooner for £300. Seeing that the Samson was under repair it was impossible to attempt to get her off at once, and it was decided to await the spring tides of the 20th instant, when the tug was despatched to her. All cargo and ballast had been removed, in spite of this it was impossible to pull her off, and we must now await the next spring tides, making preparations, in the meantime, for getting about 80 casks lashed alongside low down. Rowlands noted a protest, and I have his receipt for all the cargo that was on board at the time, the value being about £250.

12 The delay to the Columbus and accident to the Lafonia would have resulted in a serious state of affairs but for the timely arrival of Braun & Blanchard's steamer "Araucania" bringing wood for Darwin Harbour and other places. Mr Allen was quite out of coal and provisions and the season's bagging had not gone out; we were able to make an advantageous deal with the Araucania to take out 30 tons of coal, 40 tons of general cargo and 6 passengers from Stanley to Darwin. We have a full cargo for the Columbus for Hill Cove, Chartres and Salvador before the next outward mail trip.

13. In continuation of Mr Girling's last despatch, par. 12, the Samson was hauled up and the bottom cleaned and painted as far as possible; they could not get down to the main injection, but the tide was sufficiently good to enable the propeller to be taken off, and a new ring and pin fitted, the old ones being very badly corroded.

14. The American Barque "Nuuanu", Captain Josselyn, 83 days out from New York to Honolulu with general cargo was sighted at 10 am on the 6th, and anchored abreast of the Lighthouse about noon, flying signal for pilot and tug. The Samson was unfortunately undergoing repair, and Captain Birch who went out in the Penguin as Pilot informed the Master that the tug was on the beach. Captain Josselyn asked Captain Birch to return and say

408 per Orissa (27.11.11) 7.

that he must have her, and that in the meantime he would put up a signal "to stir them up". He then flew signal N.O., meaning "I am sinking - send all available boats to save passengers and crew"; The Lightkeeper telephoned this and Mr Girling sent Capt. Thomas out with the Plym, in order to save life if necessary. Captain Thomas boarded the "Nuuanu", and finding the Master and crew all knocked up, practically took charge of the vessel. In the meantime, Mr Girling asked Captain Saanum whether the Columbus, which was here having one boiler repaired, could possibly go out. Steam was raised in the Port boiler, and she managed, about an hour after the Plym had left, to steam out at very slow speed. Her services were engaged, the Plym was sent back to Stanley for more men, who assisted to raise the anchor, and towing commenced about 6 pm, anchoring in Stanley about 9 pm. Salvage has been claimed by the Columbus, Captain Josselyn has admitted the same. Copies of his letter and statement of Columbus's services are sent herewith. Mr Girling asks that stress may be laid on the fact that he practically engaged Captain Saanum to go out, for the latter at first did not at all want to go, and it was only on Mr Girling's personal persuasion that he made the attempt. Whatever the Columbus gets should therefore rank as gross earnings of the steamer. The details of the damage will be found in the report of survey. There now remains the question as to what was the value of the Plym's assistance, for we consider that the services rendered by her were material to the salvage, inasmuch as without her, the towing could not have been undertaken so promptly as extra men were wanted to raise the anchor and stand by. Furthermore, in view of the fact that the Columbus was working with only one boiler it was feared that she might not be able to hold the "Nuuanu" coming through the narrows. She was towing with a long hawser, and is unable to turn quickly like the Samsø; it was consequently considered advisable to have the Plym in attendance with a line fastened to the starboard bow of the "Nuuanu" to cant her or keep her from sagging on to Engineer Point. A statement of the Plym's services is enclosed and we

408 Per Orissa (27.11.11)

3.

leave it to you to decide whether (i) a separate salvage claim should be made, (ii) her claim presented jointly with that of the Columbus, an agreement being made with Messrs Salvesen & Company as to the proportion, or (iii) make a charge here direct on the "Nuuanu" of say £70 to £100. The vessel cannot get away for three months, so that there is sufficient time to receive your reply by despatch without cabling. So far as can be judged at present the repairs will cost somewhere in the neighbourhood of £2500, and will take twelve weeks. We can hardly commence repairs before the beginning of the year.

15. Adverting to paragraph 3. I should mention that 180 tons of Coal ex Fleetwing have been discharged ashore, 30 tons shipped to Darwin Harbour by the Araucania, the balance being left on board for shipments ~~xxx~~ to Darwin etc. The vessel has been dismantled by the crew, all of whom leave by this steamer; the chronometer and charts are sent home in charge of Captain Parsell with instructions to hand the same to Messrs Lowden & Sons.

16. Mr Allan alludes in his letter to the number of men asked for by Weiss, and it is only fair to point out that the latter explained to me that 74, which included 2 carters, was the maximum that he could require in any circumstances, and that he quite ~~th~~ thought that this would be reduced after he had been able to study the general arrangement of the plant from the plans which I undertook to send him. These have been sent by the Araucania, which leaves for Punta Arenas today.

17. The Columbus has brought news that the Richard Williams has dragged ashore in the gale of the 3rd and is in a bad way; Betts writes that she is full of water, which rises and falls in her with the tide.

18. The Kinross-shire is expected to leave at daylight tomorrow; accounts and the Master's draft for £1942.12. 8 are sent herewith. Repairs to all the vessels have been considerably interrupted with by all the bad weather we have had.

ALBION. We hope to complete her within a couple of weeks from now.
CLAYDON. Every effort will be made to get her away before

408 per Oriessa (27.11.11) 9.

Christmas. On survey it was found that 61 bags of wheat were damaged by water - these have been sold. The London Salvage Association cabled by last mail to prevent discharge of cargo and to get the ship away as soon as possible.

I am,

Sir,

Your obedient servant,

408 per Orcoma (27.11.11)

COPIES:

Duplications (Originals per Orcoma, 31st October 1911)

Telegram No. 407
 Cash Book for September
 Remarks on Stores
 Store Indents No 443
 Ind of exchange No. 2695 for \$207. 2. 0
 Mr Allan's report
 Stanley Wages Return to 30th September
 Coasting Insurances
 Remarks on Accounts
 Statement on Accounts
 Copy of letter to F.E. Cobb Esq, 31st October

ORIGINALS.

Journal for September
 Cash Voucher for September
 Cash Book for October
 Journal for October
 Cash Voucher for October
 Store Indents No. 444
 Remarks on Stores
 Ist of exchange No. 2698 on Chr. Nielsen & Co for \$372. 9. 2 with 1/adv
 " 2700 " Thos. Law & Co. " 1942.13. 8 "
 " 2701 " L. & R. Plate Bk Ld." 50. -. -
 Stanley Ledger Balances to September 30th
 Norge Whaling Company - Account.
 Kinross-shire - Account.
 Survey Report.
 "Muuanu" - particulars of salvage claim.
 Survey report.
 Mr Allan's report
 Coasting Insurances
 Shipping Report
 Fidelity Bonds - Mr Harding and Mr Girling.
 Remarks on Accounts
 Statement on Accounts
 Confirmation of various telegrams
 Correspondence:-
 Dannevig & Co.
 B.C.C. Hudson
 Salvesen & Co., Leith.
 F.H. Weiss
 Registrar of Shipping ("Fleetwing")
 Colonial Secretary, ("Columbus")
 A.E. Felton's letter of Oct. 29, and Morton's invoice.
 Letter from F.E. Cobb Esq.

ENCLOSURES.DUPLICATES. (Originals per ORISSA, November 28th)

Despatch No 408

Copy of Stanley Cash Book and Journal Sept. and October
Stanley Ledger Balances to Sept. 30th

Store Indents No 444

Remarks on Stores

Second of Exchange No 2697 on Anglo-S. American Bank, Ltd.	90: 0:0
do. 2698 on Chr. Nielsen & Co.	372: 9:2
do. 2700 on Thos. Law & Co.	1942:12:3
do. 2701 on London & River Plate Bk. Ltd.	50: 0:0

Norge Whaling Company, Accounts

Barque "Kinross-shire" Accounts

Coasting Insurances for November

Particulars of Salvage Claim, Columbus

Mr Allan's Report, November 19th

Remarks on Accounts

Statement on Accounts

Specification & Bills of Lading per ORISSA

ORIGINALS.

Store Indents No 445

Coasting Insurances for December

First of Exchange No 2703 on C.J. Hambro & Son, £1784:7:0

Five cheques on Credit Lyonnais 109:10:9

Barque "ALBYN", - Accounts:

do. Copies of final survey reports

Copy of correspondence with Salvage Association, - Claverdon & Nuuanu

Copy of letter to P.S.N.C. Valparaiso

Copy of letter to Pinto Basto & Co., - Lisbon

Copy of correspondence with Salvesen & Co.,

do. Col. Secretary, - re Sea Lion Islands

do. Mr A.E. Felton

Copy of letter to Col. Sec. re alteration of title of Smith & Shary

Copy of telegram from London

Copies of telegrams re General Average, Oravia

Shipping Report

P.S.N.C. Time Table re date of sailing of "Inca"

Manifest of cargo per Columbus

Fowler's original receipt for £1, - August 21st.

Specifications:-

	Wool	Sheepskins	Hides
D.A.	235	2	
N.A.	200	22	
W.C.	100		
H & B			31
L	34	31	
F.I.C.		229	
J.B.		46	
K	33	11	
S		20	
W.P.		14	
S.I.	1	12	

R.M.S. OROPESA

December 23rd.

11

409

Sir,

My last despatch left per ORISSA on the 28th ultimo, and I received on the 17th instant per ORAVIA your despatch No 1096 and telegram of December 8th.

2. Par. 2. We are glad to learn that Reef Channel is the only place barred to the Columbus as that leaves Tamar Pass and North West Pass free for collection of produce from Pebble Island. I seemed better to write direct to Messrs Salvesen & Co about Sea Lion Island as it is more than likely that the Governor will want the Columbus to take the material there for the new light. A copy of my letter is enclosed.

3. Par. 3. Captain Thomas says that the Vicar of Bray could not be towed to Goose Green as she is almost falling to pieces, - it is quite certain that we could not get men to go on board her; moreover she would not stand having a roof over her nor any weight on her deck if grounded. When one considers the cost of putting 400 tons of ballast on the Garland, 300 tons on the J.P. Smith, and the fact that we cannot tell how long the bottom of the Garland will hold out we think that the latter should certainly be selected for the end of the jetty. The cost of ballasting two hulks will be very heavy, the towing involves a lot of risk, and if the J.P. Smith is sharp in the bottom she will have to lie over, and will therefore be unsuitable. My original objection to leaving the Garland at Goose Green was that we had

F.E. Cobb Esq.

Managing Director.

London.

no good bulk here; now however we have the Fleetwing, suitable for storing perishable goods, and the J.P. Smith is large enough to store a good quantity of coal.

4. Par. 4. I will consult Doctor Foley as to the question of a false hand or arm for young Cartmell, and write to you again about this.

5. Par. 5. Mr Allan urged very strongly that we should get £1 each for the live sheep; the Inca wanted 36 this time, but as they all have a full fleece of wool on I would not sell them under 18/- . Captain Splatt admitted that they only get scrags at Punta Arenas, but did not like to take the responsibility of paying more than 12/6 each.

6. Par. 7. We are very glad to hear that the Renee Rickmers bills have been accepted, and note your instructions for future guidance.

7. Par. 8. The repairs to the "Albyn" were completed on the 21st; the accounts and the Master's draft on C.J. Hambro & Son for £1784:7:0 are enclosed. The vessel is expected to sail this morning.

8. Par. 10. The question of the Great Island lease will be gone into by next mail.

9. Par. 11. Husband is not entitled to a return passage, - his agreement expires next July and I think it will be well to replace him. McNicoll reports that he has worked better of late so that for the present we will not ask you to engage a successor

10. Par. 14. The reason for the repetition of the code word reporting the Corcovado shipment has been explained to you by Mr Girling. The second syllable of the word was "BA".

11. Par. 16. Every effort was made to report the Fleetwing by the Orcoma. Mr Girling could not cable upon the report of the Lightkeeper that there was a brig to the Southward, so gave Captain Kite her signal letters, the code word for October 31st, asking him if possible to steam close enough to her to get her name, and if she turned out to be the Fleetwing to cable to you. Captain Kite went as close as his time would allow and signalled but owing to the thick weather Captain Parsell could not read

the signals, - probably he did not have much of a telescope on board.

12. Par. 17. I fear that we are now in a dilemma as regards the Engineering work; to promote John Kelway is really quite out of the question, in fact I had his record of service made out with a view to asking you to pension him before long. He has just sufficient knowledge to drive the Plym, and that is about his limit. With all the additional machinery at Goose Green, and especially with a Babcock and Willcox water tube boiler there, you must have a really competent man on the spot. Harris was exceptionally intelligent, and in your letter to Mr Allan of September 20th you wrote that it seemed doubtful in the first instance whether it would be right to put him in charge of all the new machinery, for in case of a fatal accident we might get into trouble through not having a real engineer. Mr Allan has telephoned me that unless he does have a real engineer there the men may refuse to work for fear of an accident, - I am sure that they would not stay a day if John Kelway were sent out to run the boiler. As soon as I received your telegram that you had engaged an Engineer I wrote to let Weiss know, and have since heard from him that the man he had in view will not come over. Even so I would have again written to Weiss to bring someone across for the season, but am precluded by the option given to Mills of taking Goose Green or Stanley, for until he has seen both places he naturally cannot come to any decision. Hence, as I have written above, we are placed in a dilemma.

I had an interview with the Governor about Baseley; so far from offering to allow him to remain in our service until the canning is concluded, he asked me very strongly to let Baseley go at the end of the year, a month before the expiration of his prescribed notice! Personally I would have much preferred to let him go at once, and certainly would not like to be under any obligation to the Governor for allowing him to remain longer; it is contrary to human nature to expect a man to do justice to our work when his future interests and thoughts are centred at the other end of the town.

On thinking it over carefully I have decided to cable you to

engage another Engineer, - we must have one in Stanley, and all that machinery at Goose Green cannot be left untended. If a permanent Engineer has been necessary hitherto the necessity must be far greater now that you have all that canning plant in addition.

15. Par. 18. The Kate would seem to be quite suitable for a lighter; although according to the report several repairs will be necessary the essential parts, namely hull, limbers, masts, outside planking, seem allright.

14. Par. 20. I am sure that Captain Thomas can have nothing to complain of as regards salary, and would not think for a moment of leaving if he did not get the increase; I fancy it is not so much a question of money but he has somehow found out that the Engineer receives £20 per month, and thinks that his position should be rated equally. During the last 12 months he has been on one survey only, there being noone else available.

15. Par. 21. We can only express deep regret that the error in the J.H.D. Bill of Lading per Junin should have occurred. You will see from the specification that the full rate was entered, but in the hurry of making out the Bills of Lading (no less than 21 sets) the P.S.N.C. ocean rate only was unfortunately given by a purely clerical error.

16. The Inca arrived at 7 a.m. on Sunday the 17th and the Oravia an hour later, so that we were confronted with two outward bound steamers on Sunday morning. The P.S.N.C. advertised the Inca as sailing on December 8th, so that she was quite unexpected. She got away on the Wednesday evening, all the rams being landed alive. Captain Splatt called our attention to the fact that nothing has been paid to the P.S.N.C. for attendance, usually calculated at 10/- per sheep. We informed him that we have no authority to pay anything at this end, and that if the money were due it would be settled by you at home.

17. You will have learned that owing to the stranding of the Oravia at Monte Video all cargo on board has to contribute towards general average. Copies of telegrams instructing us to obtain guarantees and a deposit of 25% are sent herewith. A letter, copy enclosed, was sent to every consignee immediately;

almost all the goods are insured, and we are not insisting upon the deposit where this is the case. Will you kindly furnish the P.S.N.C. with any information as to the value of our goods on board.

18. A copy of correspondence with the Colonial Secretary is enclosed as to a lease of a small portion of the Sea Lion Islands for the erection of an acetylene light. I told Mr Best that I do not consider that I have authority to sign a lease for more than a year, hence this correspondence.

19. I am glad to be able to report the floating off of the Lafonia without damage; for a long time we were very doubtful whether we should succeed with only the Samson, but fortunately we had good weather for fixing 60 barrels round her, and an abnormally high tide when everything was in readiness. It was also fortunate that she was so near to Stanley for the work necessitated having all the navvy men there for a whole week. Papers will be sent by next mail.

20. You have, we believe, paid full insurance premiums for the Plym, Lafonia and Gwendolin. These vessels have been laid up as follows:- Plym from December 21st 1910 to August 19th 1911, overhauling for repairs, etc. Lafonia from April 19th to May 29th (no work) and from December 10th to 31st (after stranding). Gwendolin from June 20th to December 31st.

21. We are getting a good deal of produce in for shipment, and have asked the P.S.N.C. Valparaiso to send a steamer as quickly as possible. Copy of letter enclosed.

22. ALBYN. After all the Master would not go this morning owing to the wind not being fair, - this means a delay of probably 5 days as the 25th, 26th and 27th are gazetted as public holidays.

CLAVERDON. I enclose copy of correspondence with the London Salvage Association; my letter to them gives full details of the work we are doing. We hope to get her away at the end of the first week in January.

NUUANU. Copy of correspondence with the London Salvage Association in this case is also sent herewith. There is no advantage in beginning work until the Claverdon is finished, and

she will not get away before March; I sincerely hope that you will have been able to ship the steel plates required.

ALEXANDRA. The Norwegian Barque Alexandra, Captain Olsen, under charter to the Odd Whaling Company to take coal, etc, to Grahams Land, anchored here on the 9th instant to await the arrival of the S.S. Sobraon. We agreed to tow him into the inner harbour for \$15, and in trying to raise his anchor he carried away the cogwheels of his windlass. McNicoll has put in ten new teeth, and we are anxious to see how these stand. As the ship has to be insured by the Charterers we presume that the Odd Whaling Company will settle all accounts.

23. Owing to the Oravia arriving here four days late, and to the Christmas holidays our time for answering this mail is curtailed from 13 days to 7. I have not, in consequence, been able to answer your despatch quite fully.

I am,

Sir,

Your obedient servant,

[The remainder of the page contains extremely faint, illegible text, likely bleed-through from the reverse side of the document.]

ENCLOSURES.

Supplementary Indents No 445
 Remarks upon Stores
 Statement of claim on Chilprufe Manufacturing Company
 Memo. re W.S. Williams' order
 Two cheques on Credit Lyonnais, - 943:16:3
 Manifest of cargo per Columbus
 P.S.N.C. Contract for carriage of sheep
 Copy of Circular letter re Oravia General Average
 Copy of telegram to London
 Mr Allan's letter for Managing Director
 Shipping Report
 Statement on Accounts
 Copy of letter to P.S.N.C. with account & passenger list
 Letter for F.E. Cobb Esq.
 Specifications:-

D.M.	40	bales	Wool
N.A.	120	do.	
J.L.W.	200	do.	

R.M.S. ORAVIA

January 28nd.

12.

410

Sir:

I wrote last per OROPESA, which left on the 26th ultimo, and have received per ORCOMA on the 10th instant your despatch No 1097.

2. 1096-4. Dr. Foley informed me that he has been in correspondence with an instrument maker in New York as to an artificial hand for Cartmell; Mr Allen is obtaining the exact measurements and particulars from Doctor Foley.

3. 1096-10. The general question of the leases of the Islands was raised in your despatch 987/16 in 1904; since then the leases of Speedwell, Lively and Bleaker Islands have all been renewed, but nothing has been mentioned as to Great Island which expired two years later. In replying to the despatch above quoted I mentioned that as Mr David Smith had decided to settle in England the question of renewal would probably be discussed with you at home. I do not know whether there are any special circumstances connected with Great Island that would cause the Board to hesitate before alienating this for a long term of years; for instance, we might at some future time consider that the Egg Harbour ground at present occupied for horse breeding would pay better under sheep, and it might be possible to shift the manadas to Great Island, unless we decided to purchase horses from the Coast, but this is somewhat outside my province. If the lease is renewed the following partic-

F.E. Cobb Esq.

Managing Director.

London.

(410 per ORAVIA, 22.1.12)

2

ulars will be of interest: the average annual value of the Great Island produce for the last six years is £1190, that of Speedwell and George Islands is £2120, the rentals charged being £40 and £60 respectively. A comparison of the rental charged by the Government for the last piece of ground which they had for leasing, namely Bluff Cove, is somewhat startling. The average annual value of the produce is £530 (calculated on the last four years), the rental is no less than £100 per annum, and the tenant had in addition to pay £1000 down for his lease of 21 years!

4. 1097-2. We are paying the labourers an extra penny per hour for working on the Columbus, and I think the matter may be left at that. So far as the men are concerned the Columbus and P.S.N.C. boats are the same, - they are steamers which come here and earn freight without any local men as crew; at times the owners require to supplement the labour of that crew in order to get through the work quickly and earn more freight, and the men argue that those owners should pay them a little extra when they are so engaged. Although we have almost a half interest in the Columbus we are absolutely forbidden to say so, and it is this point which debars us from arguing that the work is done for our account. The mail table is headed "Time Table of S.S. Columbus, owned by Messrs Salvesen & Co, and under contract with the Colonial Government", expressly cutting out the F.I.C. altogether. We were glad to see this on the mail itinerary as it corroborated the statement we have so frequently mendaciously made, that we have no interest in the steamer.

You remark that "we treat them very well in finding so many "constant work between the mails"; I fear the boot is on the other leg at the present time, - we are only too glad to get sufficient labour. There has been sailmaking work most of the winter and the Government are now employing a large number of navvies, so that if anything there is a scarcity of labour. We have been fortunate in being able to get a

(410 per. ORAVIA, 22.1.12)

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dozen men at a time from the crews of the ships here, otherwise the loading and discharging of the Columbus would have been seriously delayed. Mr Salvesen is quite wrong in suggesting that the trouble originated by my insisting that the crew should load goods right from our warehouses. When at Leith I told Mr T. Salvesen that I quite understood that a crew of five could not do this, and they never have. What I wanted to know was who was to pay for it, and after a lot of discussion he agreed to pay 6d per ton. The men also contended that the substitution of the Columbus for the schooners put a lot of them out of work; this was true at the time, now some of them have left the Colony, but most obtained other work as soon as the ships came in and the weather improved sufficiently for the Governor to start his works.

At any rate it will, in my opinion, be better to let the arrangement for an extra penny stand; prices of necessaries of life have risen considerably of late, and if this should result in the men asking for more wages we can tell them that they have an extra penny for working coal, a good deal of overtime, and now ~~that~~ the extra penny given for the Columbus will increase the weekly wage sufficient to meet the extra cost of sugar, flour etc.

5. Par. 3. We are sorry to have caused you annoyance on the question of the plot of land next the Church; being shorthanded here and with shipwork to attend to Mr Girling had scarcely the time to turn up the despatches, and knowing that you had the matter at your finger's end wrote you privately about it. In all probability it is far better that you should have had the opportunity of stating the matter so clearly, for I think that when we have time to confer with the Registrar it will be found that some of the papers have not been registered, and this should be put right. As you say, "the ownership of the land must not admit of doubt".

6. Par. 4. As regards the appointment of Mr Baseley to the post of Colonial Engineer having been made without the previous consent of the Legislative Council the Governor simply

(410 per ORAVIA, 22.1.12)

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... said that the Secretary of State had approved the appointment, and forthwith passed the vote by his official majority.

7. Para. 6. I fear that I cannot add anything to what has already been written as to the new crank-shaft of the Samson. In despatch 282, page 4, details were given of the work which this would involve; then in No 306, of December 1906, a separate memorandum by Atherton was sent, and reported upon by Messrs. Jacobs, & Barringer in their letter of January 31st 1907. Baseley shared Atherton's opinion that the work would take quite six weeks, and this was corroborated by Engineer Commander Block of H.M.S. "Amethyst" to you personally in the engine room of the Samson in January 1910. I think the latter added that he would not advise one man to attempt it single-handed. When the tug was last beached at Spring ~~at~~ tides everything possible was done to lighten her, namely, boiler emptied, coals discharged and weighted forward to raise her stern. Even so, the water was below the boss of the propeller for less than two hours; by working at each low tide the propeller was got off, a new ring and pin made and fitted, propeller re-fitted and cemented. It is obvious that it is out of the question to fit a new crank-shaft until she is hauled up on a slip. You know that I had hopes that we could construct a slip here; you have the plans of the necessary cradles, and I have been hoping to hear what these would cost; since my return I have had further correspondence with Mr Robbins, and have received from him a further plan for the slip-way itself. However, in view of all the work on ship repairs I knew that it would be impossible for Biggs to do anything in this connection, and contemplated sending the tug over to Sandy Point. The present would be the best time for this, all the Sandy Point steamers being engaged collecting wool the slip would be available and long hours of daylight, but there is no certificated engineer to take her for Mills could not be in Stanley before May. I have not said that she is in a

separate state; in view of the condition of the rudder plate (sent to you) I said we ought to know what the shell plates are like. I am very glad to report that when last beached these were examined as far as possible, and there was no indication that the plates are likely to be in a similar state.

8. Par. 7. You will have learned from my 408/11 that the Lafonia was not floated until December 9th. I had intended to cable this via Punta Arenas on the 13th.

All papers in connection with the stranding are sent herewith, namely extended Protest, agreement for salvage, extracts from logbooks of Lafonia and Samson, copies of invoices of goods on board, Master's original receipts, survey report by Lloyd's Agent on damaged goods, and statement of claim. The only point on which a query might be raised is as to whether we can legitimately charge an extra £25 for the Samson's services in taking the damaged cargo to its destination. The original agreement is for salvage of Lafonia and her cargo for a lump sum of £300; had we not taken the latter to two ports of destination without delay the deterioration would have been much greater, for in view of the necessity of lightening the schooner to the utmost extent we should have been compelled to land all the cargo on the beach, where it would have been exposed to the weather for three weeks. Hence the expenditure of £25 on the Samson was for the cargo alone, and no doubt resulted in saving considerably more than that sum.

9. Par. 10. Repairs to the "Nuuanu" have been commenced and we are anxiously awaiting the arrival of the 5/16" plates, which would have been cabled for but for your telegram instructing us not to repair. When reporting her arrival in 408/14 I said that the repairs would cost something like £2500 for on going into figures more closely £2000 seemed to be too low an estimate of the total disbursements. The damage is of such a general nature that the repairs will entail work on bulwarks, decks, deckhouses,

general ironwork aloft, new topgallant mast, rigging and sails. The Master has already drawn about £70 in cash as he had to pay off his second mate, and it is probable that in view of the long detention here they will require a fair quantity of provisions. It is well, therefore, to prepare you for an application for a further credit, the amount of which will be cabled if necessary.

10. Par. 12. The accounts of the Columbus have been readjusted, and go by this mail; it is difficult to state accurately what the stevedoring has actually cost, as the men's time has been entered without discriminating between the loading of goods outward and discharging wool into the Great Britain. Approximately it has cost us 1/6 per ton to load and stow outward cargo as against something under 6d per ton for discharging wool. Although the cost of stowing general cargo outward exceeds the figure (6d) which Messrs Salvesen are willing to allow I ought to point out that we are now able usually to dispense with steam on the Great Britain, as by topping the derrick the Columbus is able to "poke" the wool up to the hatch of the hulk. If, therefore, Salvesens will pay 6d a ton all round we shall be covered. In addition to this we are now charging clients 13/4 per ton, as against 10/-, for local charges on direct importations for loading, storing, insuring against fire and re-shipping.

11. Par. 13. A copy of correspondence between Mr T. Stickney and Mr Girling is sent herewith on the question of the 79 standards lost by the Columbus. Captain Saanum admits that the quantity was short delivered, and there is no reason to suppose that they were not on board; the ship, therefore, must be held liable.

12. Par. 15. Inventories of engineering tools and gear both at Stanley and Goose Green have been taken each year, and are on record here; you have never asked for copies, and it was not considered necessary to send them. Mills is going over everything with Baseley here, and will be furnished with Harris's last inventory before going to Goose Green.

13. Par. 16. Mills will, of course, have to go out to Goose Green as soon as possible in order to see that everything is in

(410 per ORAVIA, 22.1.12)

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we had to provide a considerable quantity of provisions for the crew.

23. The rebate of 20% allowed by the P.S.N.C. on outward cargo has been shown on the Purser's copy of the Bill of Lading per Orcoma this trip. This is reported here in accordance with the instruction in your despatch 1086/2.

24. In the course of conversation with Mr Townson as to Goose Green he mentioned that he would be willing to give us a certificate as to the meat on his own account, signing the same as M.R.C.V.S. He says the Governor cannot prevent his doing this although he will not allow him to do so as Inspector of Stock. Possibly this may be valuable, and I should be glad if I might accept the offer. Mr Townson would make it his business to visit Goose Green during the canning, and we should no doubt have to pay him something for the inspection and certificate.

25. The Claverdon sailed on the 15th instant; accounts and the Master's draft for £1942:12:4 are sent herewith. When sending the cable that she would leave about the beginning of January we hoped to get her away by the end of the first week, but she was detained for a few days by weather, and the finishing of small odds and ends on board.

26. The British ship "British Isles", Captain Anderson, 61 days out with wheat from Tacoma to Falmouth for orders, put in on the 13th inst. for medical assistance for the Master. The Samson went out to her at 8.30 p.m. and found her anchored to the Westward of the Tussac Island; this not being a safe anchorage she was towed further up Port William the same night, the Samson returning to Harbour at 8 a.m. next morning. The Master is suffering from the effects of an attack of pneumonia, - Doctor Browne thinks he will be all right within a couple of weeks. Captain Anderson was anxious that the ship should not be delayed, and asked my opinion as to despatching her in charge of the Mate. The second mate has no certificate, and in view of the value of the cargo I think

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8

It will take a long time for him to furnish a house and pay off the advance, but this is generally the case with new arrivals.

18. Par. 22. We are glad to hear that you have purchased the "Kate", - with her and the Fleetwing as a stand-by when there is an unusual quantity of cargo to take delivery of we shall be in a position to cope with it. I am trying to get the Harbour Master to regard the Fleetwing as a lighter so as to avoid paying £1 every time we move her.

19. I enclose copy of letter from the P.S.N.C. as to the Oravia salvage contribution, with copy of my reply to the same pointing out that it is impracticable to carry out the strict letter of their instructions, namely to collect and credit them with 25% of the value of all consignments. Their circular letter reads "Pending the settlement of salvage claims we are advised that we must not part with the custody of the cargo without obtaining a security equivalent to that which we have been compelled to give on its behalf".

20. I enclose a copy of letter to Doctor Foley on the subject of the extension of his Agreement; seeing that it is subject to six months' notice on either side there would seem to be no object in extending it for any definite period

I believe that two years has been mentioned, and if the Directors consider that the term should not be prolonged beyond two years from the date of expiration (July 1911) I should be glad to have their instructions accordingly.

21. A copy of my letter to the Colonial Secretary, with statements of accounts for 1911 of the Stanley - Darwin Telephone is sent herewith.

22. I enclose a list and valuation of the materials and stores taken over at the dismantling of the Fleetwing; as you are aware the sails and spars are of little value, being of small size and very old. Owing to her long passage out and arrival just after the departure of the homeward mail

(410 per ORAVIA, 2211.12)

7

readiness for a start as soon as Weiss arrives. The Columbus has to make a short trip for more wool for the Kenuta, and will after that go to Darwin. At present Mills thinks that he will prefer to come to Stanley, but after ascertaining the conditions at Goose Green may think that he would be better off there. Seeing that there is no prospect of a suitable man from Punta Arenas he will have to go through the entire season at Goose Green. I cannot say when Homer will be available for the installation of the electric light; his work on the Stanley Town telephone may be stopped for want of the spindles for which we have cabled. If this should prove to be the case we hope to be able to send him to Goose Green in the interval.

14. Par. 17. I will see the Registrar about the Town ~~xi~~ plot next the Church, and ascertain whether all deeds have been registered; I think this had better be done before we start to fence.

15. Par. 18. Lloyds' instructions are to cable "Any intelligence of seriously overdue vessels", ordinary arrivals and departures being communicated by mail. As previously explained, a brig was sighted to the southward when the Orcoma left, but Mr Girling was not justified in definitely cabling, and did all that was possible in asking Captain Kite to speak her. Owing to misty weather his signals were not made out on the Fleetwing.

16. Pars. 19 and 23. I wrote Weiss on the subject of ~~x~~ the casings, asking him to contract if possible, taking care that it should be with someone of substance; failing that, to bring across with him men capable of cleaning them in a proper manner.

17. Par. 20. Bradfield has started work and at present we will keep him at the Buildings; this is useful as several minor jobs have accumulated during the last five months of ship work. Had I known that he was married steps would have been taken to have a house ready, - he will occupy the wooden house next the stone one that Yates had in your time.

(410 per ORAVIA, 22.1.12)

13

that in the interest of all concerned, it is better to keep the ship rather than run any risk. The Captain tells me that the vessel is not insured at all, - in this case it is to the owners' interest as well as that of the Underwriters of the cargo that the Master should take her home. As the disbursements will be only about \$100 I have not cabled for any credit.

27. The "Junin" arrived on the 19th instant, took produce as per specification enclosed, and expects to get away late tonight for Rio de Janeiro.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

(DUPLICATES, (Originals per Oropesa, 26.12.11)

Despatch No 409
 Store Indents No 445
 Statement of claim on Chilprufe Manufacturing Company
 Remarks upon Stores
 Second of Exchange No 2703 on C.J.Hambro & Son, - £1784:7:0
 Barque "Albyn" Accounts
 Coasting Insurances for December
 Mr Allan's report, December 20th
 Statement on Accounts
 Letter for Managing Director, - December 26th

ORIGINALS.

Copy of Stanley Cash Book for November
 Copy of Stanley Journal for November
 Cash Voucher, West Store, for November
 Store Indents No 446
 Remarks upon Stores
 First of Exchange No 2705 on Geo.Gordon & Co. £1942:12:4 with L/A
 Sole of Exchange No 2707 on Spearing & Waldron 207:11:0
 Seven cheques on Credit Lyonnais, - value £164:6:5
 Ship Claverdon, - Accounts
 do. Copy of final Survey report
 Schooner Lafonia, - Extended Protest
 do. Papers (in duplicate) re stranding at Port Harriet
 S.S.Columbus, - Manifest of inward cargo, Voyages A. A1 and A2
 do. Account to 31 December and vouchers in support
 Coasting Insurances for January
 Brig "Fleetwing", - Stanley account
 Establishment Wages to December 31st
 Camp
~~Stanley~~ Wages Return to December 31st.
 Details of travelling expenses, - W.A.Harding
 Press copy of despatch 987 (part) re leases of Islands
 Copy of correspondence re B & S standards
 Copy of accounts Darwin Telephone, with letter
 Copy of letter to Dr.C.N.Foley, December 28th

Enclosures - See List

Copy of correspondence with Mr P.W. Smith re filling machine

do. Messrs Salvesen & Co.

do. P.S.N. Co. Liverpool

do. E. Pinto Basto & Co.

Shipping report

Parcel receipt per Junin

Mr Allag's letter to the Managing Director.

Remarks on Accounts

Statement on Accounts

Letters for F.H. Cobb Esq. (2)

Specifications:-

	Wool.	Skins
DH	280-640	
NA	321-700	
WC	261-519	
H&B	324	
JB	230	
Triangle		
PH	84	
Z	37	
S	179	
F		27
S		
McG		18

Copy of correspondence with Mr P.W. Smith re filling machine

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Shipping report

Parcel receipt per Junin

Mr Allag's letter to the Managing Director.

Remarks on Accounts

Statement on Accounts

Letters for F.H. Cobb Esq. (2)

Specifications:-

per S.S. "KENUTA", 27th January 1912.

ENCLOSURES.

Duplicates. (Originals per Oravia, 23rd January 1912.)

Despatch No. 410

Copy of Cash Book and Journal for November

Store Indents No. 446

Remarks on Stores

lst of exchange No. 2705 on Geo. Gordon & Co for £1942.12. 4
Ship "Claverdon". Account.

Coasting insurances for January

Stanley Wages Return to 30th December 1911.

Mr Allan's report

Remarks on accounts

Statement on Accounts.

ORIGINALS.

lst of exchange No. 2708 on C.M. Lampson & Co for \$57.17.11,
with letter of advice.

Schooner "Ysabel May". Account.

Manifest of cargo per "Columbus" - Voyage A3 and A4

Statement on Accounts

Specification and Bills of Lading per "Kenuta".

ORCOMA

411

February 16th, 1911.

Sir,

I enclose herewith the accounts for 1911 shewing a nett profit of £53926.14.0 as compared with £55692.6.2 for 1910, a decrease of £1765.12.2.

2. FARM ACCOUNT. £45853.6.9; a decrease of £4268.12.4. Had the tallow of 1910 been sold during the year, the decrease in the profit would have been more, for the reason that in closing 1910 accounts we estimated the value of the tallow at £2000, whereas it realised £3839.

3. STORE ACCOUNT. £6292.4.4; a decrease of £134.7.8. I expected to find a greater diminution of profit on account of our having charged less for deliveries to our own departments in accordance with your instructions. As explained in paragraph 12 of this despatch, an error was made in London in charging out the Thorndale shipment, the effect of which was to diminish the Store profit for 1910 by £403. The shipwork which we have had continuously since July has enabled us to maintain the profit, the Smithy assisting very materially.

Sales and deliveries for the last 3 years are as follows:-

	Sales	Deliveries	Total
1909	26313	13703	40016
1910	27128	13065	40193
1911	26578	13380	40458

The stock of stores totals a very high figure, but this is due to the unusual quantity in transit, three steamers and the

F. E. COBB ESQ,

Ragnhild

Managing Director,

LONDON.

Ragnhild, amounting in value to \$9200. Now that this lumber has arrived we can lower the selling price of boards and scantlings by 20% - to meet this, we have slightly reduced the value of timber on hand. I do not doubt that the Directors will approve of this reduction - compared with that per Ragnhild the cost price of our present stock is high; to retain our trade we have to lower the selling price, and by taking into stock at a lower figure now, we divide between two years the decrease of profit thereon.

4. COMPANYS SHIPPING, shows a loss of \$54,73, but against this must be set the cost of permanent repairs to the Plym, \$437, as per detailed account enclosed. In view of your instruction of May 6th last, referring to the permanent repairs to the Great Britain, we have not capitalized any proportion of the cost of the same. On the whole the account compares favourably with the previous year.

5. SAMSON, \$2281.9.0; an increase of \$984, due of course to bringing to account the salvage of the Inverness-shire.

6. SCHOONERS. \$1225.3.7; an increase of \$600.0.4. Seeing that fairly extensive repairs are required to both vessels I felt inclined to bring down a balance of \$200 in each case, and to show a profit of \$325 only. It is true that part of the expense of repairing the Gwendolin will be met from insurance, but there will be other expenses chargeable against the working account such as overhauling boats sails etc; the Lafonia's coppering wants repairing, also sails and gear. As presumably there will be no working account this year, the schooners will show a loss later on. Our Profit & Loss account will I think be amended by you in respect of the permanent repair of the Plym and of the loss on the canning last year - it can therefore be left to the Board to decide whether the total profit on the schooners be taken for 1911, or a balance brought down to meet the expense of repairing in 1912.

7. INTEREST AND COMMISSION, \$1021.4.3; an increase of \$354.9.3 bringing back the profit under this head more to the old level this increase is accounted for largely by ship's accounts.

8. MAIL AGENCY, \$801.27.6; an increase of \$179.10 2, which is satisfactory.

9. BUILDINGS. The total expenditure on buildings excluding canning factory amounts to \$2447.15.10, of which only \$220 is capitalized. We thought it as well to let the expenditure on canning buildings remain for the present in canning account, leaving it to you to make whatever transfer you decide upon. The details will be found in the statement of Canning expenses. A small credit of \$19.11.3 appears in the account - during the heavy gale in November the roof of the shed in the old dairy paddock was blown off and the walls have come down. An auction was held and the material realised the above amount.

10. CONSUMPTION \$514.15.1 and GENERAL CHARGES \$99.4.11, = \$614 together shew a decrease of about \$100 as compared with the previous year. The higher total of Consumption stores is due to the large quantity of coal (78 tons) used in the Smithy for shipwork; General charges is about normal, the year 1910 having borne the contribution to the Cemetery fund, and a new typewriter for this Office.

11. STANLEY WAGES, \$5561.10.4; a decrease of \$317.16.1, due to the fact that for 5 months we have had no carpenters at all employed on our own work.

12. CANNING, debit balance \$5002.12.4, which includes the balance of \$1587.0.4 brought forward from last year. A detailed statement of that was sent to you with the 1910 accounts, and a similar statement for 1911 is enclosed. In 1911 materials total up \$1513.0.9; wages \$1902.11.3, all of which latter was incurred at Darwin and Goose Green; in Stanley we have no data to enable us to divide this between Buildings and Plant, and you will see from our Remarks on accounts that Mr Allan suggests equal division between the two.

I hope that you will approve our having opened a "Canning working account" which commences 1912 with a debit of \$1836.12.9 representing mainly working material on hand as per detailed list. We have had to leave the value of the steam coal on hand in Fa'm account, as judging from the return sent by

by you to us, you did not charge this to the factory. In connection with this, we are pointing out in separate remarks that the freight on the coal (sent per Thorndale) was erroneously charged to Stanley Store, with the result that Farm in 1910 benefited by over £400 at the expense of the Store. I shall be glad if you will decide whether the cost of steam coal is to be met in future by the Canning or the Farm - it seems to me that if the canning turns out a success, the accounts might be simplified by the Farm selling the sheep to the factory at a fixed rate, debiting all Goose Green expenses to the latter.

I am,

Sir,

Your obedient servant,

Manager.

411 per Orcoma, February 16th, 1912.

ENCLOSURES.

Balance Sheet
 Profit & Loss Statement.
 London Office Cash account.
 Statement of items in Deposit account.
 Inventory of Stores at Darwin Harbour.
 Inventory of Stores at North Arm.
 Summary of Stock, East and West Stores.
 General Summary of Stock on hand.
 Balances due to and from men in Camp.
 List of Consumption Stores on hand.
 List of Building materials on hand.
 List of Fencing Materials on hand
 List of Canning materials on hand.
 Copy of Stanley Cash Book for December
 Copy of Stanley Journal for December.
 Cash voucher, West Store.
 List of Store debtors with remarks.
 List of Butchery debtors.:
 Particulars of additions to Stanley and Camp furniture.
 Auditor's certificate.
 Canning Factory. Details of debit balance.
 Return of Wages 1911.
 Details of 1910 account (copy).
 List of materials for Farm use, transferred.
 Details of unexpired insurance premiums - Schooners and Plym.
 Statement of cost of permanent repairs to Plym.

ORCOMA

February 16th

12.

411

Sir,

I enclose herewith the Accounts for 1911 shewing a nett profit of \$54126.14. 0, as compared with \$55692. 6. 2 for 1910, a decrease of \$1565.12. 2.

2. FARM ACCOUNT, \$45853.6.9, a decrease of \$4268.12. 4. Had the Tallow of 1910 been sold during the year, the decrease in the profit would have been more, for the reason that in closing 1910 accounts we estimated the value of the tallow at \$2000, whereas it realised \$3839.

3. STORE ACCOUNT. \$6492. 4. 4; a small increase of \$65.12.4. I expected to find a diminution of profit on account of our having charged less for deliveries to our own departments in accordance with your instructions. As explained in paragraph 12 of this despatch, an error was made in London in charging out the Thorndale shipment, the effect of which was to diminish the Store profit for 1910 by \$403. The shipwork which we have had continuously since July has enabled us to maintain the profit, the Smithy assisting very materially.

Sales and deliveries for the last three years are as follows:-

	Sales.	Deliveries.	Total
1909	26313	13703	40016
1910	27128	13065	40193
1911	26778	13880	40658

The stock of stores totals a very high figure, but this is due to the unusual quantity in transit, three steamers and the

F. E. COBB ESQ.,

Ragnhild

Managing Director,

London.

~~412~~ ORCOMA.

19th February

12.

412.

Sir,

I wrote last per Oravia which left on January 23rd and received on the 8th instant your despatches 1098/9 and telegram SABORIDA CLAVERDON.

2. 1098-2. and 1099-1. Your correspondence with Messrs Salvesen is very interesting; Captain Saanum has received a letter stating that the Engineer of the "Blenheim" will survey her boilers. He informs me that he thinks Messrs Salvesen are quite ready to consider the question of having a more suitable vessel to do the work, even if one has to be built, and I sincerely hope that you will support the idea. The Columbus has done very good work so far this season, but it has been a case of driving hard to get so much produce in - it must be remembered that her full load of wool is not quite as much as the total load that the last three schooners used to bring.

3. Par. 4. Mr Packe's telephone lines to Fitzroy and Port Louis are now completed, and in good working order. The Town Telephone work is stopped for want of spindles, a fortunate thing for us, as in the meantime I have been able to secure Homer's services for the installation of the Electric Lighting plant at Goose Green. If he is able to complete these in about three weeks, as he hopes, there will be a spare week before the arrival of the spindles.

4. Par. 5. Weiss wrote from Puerto Bories on December 25th "As Mr Smith is in Punta Arenas I communicated with him per
F. E. COBB ESQ.,

Managing Director,

LONDON.

412 per Orcoma (19.2.12)

2.

"telephone as to the filling machine. As it is a very difficult
 "matter some days to hear over the 200 miles I thought it best
 "to ask Mr Smith to write to you by the boat leaving today and
 "order a machine. I myself have every confidence in Heine's
 "machines and may be able to fix the machine up, but for the
 "sake of £45 I thought it best to ask for one."

Smith's letter did not reach me until after the steamer had left, so I let the matter drop. Mr Allan is of opinion that a further 20-25 men will be wanted from Punta Arenas, and I have suggested to him that it would be far better for him to go over there by the next mail to see Weiss and engage whatever men are necessary. We have no boners or solderers, and cannot have any tins ready in advance - to be able to talk matters over with Weiss will be a great advantage and he might moreover have an opportunity of seeing some factories there in full swing.

5. Par. 6. The whole and sole reason for making the Samson-Lafonia agreement is the instruction of the Board contained in your despatch 1013-11 of June 9th 1906. In March that year a gale drove the Lafonia ashore at Bleaker Island, the Samson was sent to her assistance and got her off, and Mr Girling in reporting the occurrence wrote that he had not named any definite sum for her services, and rather than run the risk of adopting an irregular course, left it to you to say what further steps should be taken. The instructions you sent in reply are so definite, and at the same time so diametrically opposed to what has now been written in regard to our action under practically identical circumstances that I may be excused from quoting them at length:- "The steps taken to get her (Lafonia) off were quite correct, and the statements made by Captain Thomas and yourself were clear and sufficient; but it is unfortunate that no claim was made at the time, as it may make it ~~xx~~ difficult for us to get as much as we ought for the service rendered. I am rather surprised that Captain Thomas, whose statements on occasions like this are invariably admirable, did not remember that, as Master of a tug assisting a vessel in distress, notwithstanding that that vessel belonged to the same owners, was entitled to consider that any claim he chose to make would be,

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"not on his owners, but on the underwriters of the other vessel
 "If he had made a claim that could be considered reasonable in
 "the circumstances, and it had been accepted by Osborne acting
 "as Agent for all concerned in the Lafonia, including the under-
 "writers, it would have been hard to upset here; as it is the un-
 "derwriters, who at first offered £50, have not at present got
 "beyond £250, and I have mentioned £300 as the minimum we can
 "accept, without prejudice, the alternative being a claim in the
 "Vice Admiralty Court at Stanley. Very likely we may take the
 "former sum if we cannot get more, but on such an occasion it
 "does not do to be too modest to begin with."

When the accident occurred at Port Harriet both Mr Girling and Captain Thomas knew that you had given instructions for an agreement to be made in future and Captain Thomas therefore immediately rode over to Mullett Creek to ascertain the position of the schooner and estimate what the Samson's services would be worth. If since 1906 the Board's views have changed, it only remains for them to suppress the agreement.

6. Par. 7. A memorandum is enclosed giving details of the deal with the Araucania, the nett result of which was that we got 30 tons of coal and 42 tons of general cargo landed at Darwin and Walker Creek for something under £10. The favourable rate is however by no means the full measure of the advantage. There was not a bag of coal left at Darwin and we had to get coal and stores sent out, even if it had cost us £100. The wood is the usual S.P. boards and scantlings that we have used for years for pens and rough work - it is I believe more durable for outside work than ordinary deals, and is used by all stations we have a good sale for it and therefore ordered a quantity for Darwin, Walker Creek and Stanley.

7. Par. 15. I sent a copy of this paragraph to Mr Allan, as it deals mainly with Goose Green, but it seems to me that when you engaged Mills for Goose Green you must have recognised, with so much machinery and especially a water tube boiler there, a certificated Engineer was necessary. Apparently, engineers are keen to get shore work, for no less than three engineers on the PSN cargo steamers have been to the office applying for the post here. Mr Girling gave one of them a letter to you, but we understand that you did not see him. Mr Allan thinks that with a permanent Preserver there, a certificated engineer is not

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required all the year round, so that if the Stanley Engineer could go out for that period annually, the question would be settled. But I should not like to commit myself to saying that we could do without him for all that time - the Samson might be all right but there would be a risk about it. Possibly a solution may be found in your suggestion as to a single man of a lower standing than Mills - naturally Mills would have to go out before the season to see that everything was in order, but not necessarily to remain all the time the work was going on. Mills went to Goose Green on January 30th. I enclose copy of a letter from him and my reply to the same.

8. Par.16. We will attend to Mr Cameron's boiler on the ~~arrival~~ arrival of Messrs Spearing & Waldron's sailing ship; if a hulk is hired we shall of course use the form of agreement prepared by Mr Ince; we have not hired out a hulk since these forms were sent out.

9. Par.18. Presumably the Manager of Port Howard Station will write on the subject of the fencing wire they wish us to take over.

10. Par.20. I have asked Biggs to estimate the cost of a ~~mark~~ Pollite roof as compared with iron; the labour of putting on ~~w~~ would be more than iron, and I doubt if too light a roof would stand the heavy wind here.

11. Par.21. All the materials and plant for the wireless installation arrived by the Oravia in December, but it was not until this last mail that the expert turned up. He has gone carefully into the question of site and has chosen a spot on the ridge about 400 yards South of the Careenage; it is very satisfactory that the station can be erected so near Stanley. It is impracticable to have it immediately South of the Settlement on account of Mount Low which rises too precipitately - had this hill been more sloping, it would not have mattered as the etheric waves would rise over all right; it appears that if the obstacle is too steep the waves strike and scatter to right and left instead of gliding over. The Governor asks us to give all possible assistance and I assume that it is the Directors' wish that we should lend all appliances to help the construction. I have also undertaken to let our navy gang assist in the transport of material down the Harbour, the Government of course paying the actual wages. It is quite impossible at present to form any idea as to how long the installation will take. The Sandy Point installation will be 100 k.w., which is pract-

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-ically powerful enough to transmit a message from Canada to England.

12. Par. 22. We had come to the same conclusion as you on the subject of flour, and the mail before last I wrote to Valparaiso asking Vorwerk to keep us constantly advised as to price. We have lost so much through importing Australian flour via Liverpool that I told Mr Creece not to indent for any more. We have always kept a small stock of both Chilian and Argentine - the former is in a handier size bag of 100 lbs, and the latter is preferred by some here in spite of the high price, on account of its excellent quality. The initial cost is high, and is considerably swollen by having to bear River freight from Buenos Aires to Montevideo as well as 30/- per ton from Montevideo to Stanley. On this account it cannot be used extensively ~~xxx~~ here. As regards Chilian flour I suggest that the PSN ~~x~~ should give us better terms than the present freight of 32/6 and 5%, more especially if we import in a fairly large quantity by homeward cargo steamers calling here for wool. It might be pointed out to them that it must be to their advantage for us to import in this way rather than from Liverpool, seeing that outward mail steamers are always full whereas any freight from Valparaiso is all profit, because we fill that space again in this port with homeward produce

The following shows cost etc. of the different kinds:-

	Initial Cost.	Freight & charges, landing, insurance.	Nett cost.	Selling Price. Nett.
Millenium ¹⁵ / ₁₆	15/7½	3. 5	19. 0½	22. 6 ^{18%}
Australian, bag of 140 lbs.	22/8			
Argentine, bag of 70 kilos. or 155 lbs. ¹⁵ / ₁₆	22/3	BA to MV 4. 4½ MV to Stanley 2. 7½	29. 2½	32. 0 ^{23%}
Chilian, bag of 100 lbs. ⁵ / ₁₆	11/3	2. 7½	13. 10½	17. 0

13. 1099-2. The Keppel wool was shipped per Junin on January 22nd. The Columbus would have brought it at the

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6.

same time as Saunders Island produce, but owing to bad weather (Keppel Island being a very bad place for loading) it had to be left. There are still 5 bales sheepskins to come in when the Pebble Island produce is lifted.

14. Par.3. For the present Mr G.T. Dean has the loan of the Port Stephens cutter to do his work, and I gather will get through this season with that. We could of course hire the Gwendolin to the Station, but they would have to find their own crew - as Osborne is employed at Pebble Island he would be in charge. We have had no opportunity of repairing her and for the present she could not possibly be used for anything, as a new rudder post must be fitted. You sent us out a piece of oak for this, and we are calling attention to the appalling price charged for this by Lamb Bros., 9/- per cubic foot! If the log were of extraordinary quality there might be some justification, but it is really only just ordinary.

15. Par.4. As the messenger for Darwin left shortly after the arrival of the mail I did not send on your letter to Dr Foley at once; within two or three days Dr Foley, with Mr Allan's concurrence, came to Stanley for consultation, and I have therefore had an opportunity of settling things with him personally. Seeing that he himself wished to curtail the duration of his agreement, it appeared to me unnecessary to hand your official letter to him. It will certainly be better for the Company to have during the worst part of the Winter a doctor who is so well acquainted with the people and the tracks and I readily agreed to the suggestion that his agreement should determine on September 30th next. A copy of correspondence with him is enclosed.

16. The Potosi is to call here about the 6th March to load wool for the April Sales, this is rather early and we shall not have much produce to send.

17. The Ragnhild arrived on the 11th instant and is dis-

discharging. Owing to severe weather in the North Sea she was once almost on her beam ends, and lost some of her deck cargo. The Master has noted a Protest. The rest of the deck cargo is of course wet, but being scantlings this does not matter as we have to keep it stacked in the yards exposed to the weather.

18. We have undertaken to supply the Government with coal during the winter; in view of this and the fact that a large proportion of the peat has been spoiled by frost and wet we should be glad if you would send a sailing vessel load of house coal. It would be a great saving if you stipulated that 100 or 150 tons (at our discretion) should be landed at Darwin Harbour; it might be pointed out that she could discharge there last, and ballast more cheaply than in Stanley, where a Royalty of 1/- per ton has to be paid. If the Ragnhild is not taken up perhaps you could secure her again.

19. A copy of a letter from Messrs Wilson Sons & Co. Ltd. is enclosed informing us that as they are no longer Agents for the P.S.N.C. in Monte Video they cannot continue our Agency. Presumably it would be convenient if the Agents for the mail steamers would act for us; should you agree, would you write to Messrs Maclean & Stapledon, as this will save a mail? You may recollect that both members of this firm were Clerks in the employ of Messrs F.L. Humphreys & Company.

20. The repairs to the "Nuuanu" are proceeding satisfactorily, but this is such an all round job that we cannot finish for a considerable time. After this mail has left we shall be able to go into the question of a further credit.

21. You will find enclosed with the usual copy of letters to the P.S.N.C. Liverpool a copy of statement of values of consignments per Oravia which are liable for contribution to General Average. If the details of our shipment are incorrect in any particular would you kindly write direct to the P.S.N.C.

22. The "British Isles" sailed on the 17th inst, accounts

412 per Orcoma (19.2.12)

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and Master's draft for £290.11.4 being enclosed herewith. After last mail Captain Anderson had a relapse, and on February 5th the Acting Colonial Surgeon informed me that he would not be able to resume command of the vessel, the First Officer having a Master's certificate was quite capable of taking the ship home, but there was no other officer on board with any certificate at all; one of the apprentices, however, was some months out of his time, and after a lot of discussion has been granted a Provisional Certificate by the Supreme Court for the voyage home. We hope that Captain Anderson will be able to leave by the Orcoma.

23. I am sorry that the typing of this despatch is irregular in places, - the new carriage is unfortunately defective, and possibly the glazed surface of the paper may have something to do with it. Our stationery case was marked for examination in the Customs, and we were not able to get the new despatch sheets out in time for use this mail.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Store Invents No 447
 Remarks upon Stores
 First of Exchange No 2709 on T.A. Shute 3209:1:4
 do, 2710 on W. Carpenter 393:0:0
 Cheque on Cashiers of Bank of England 55:6:4
 do. Credit Lyonnais 21:18:3
 Coasting Insurance Return
 Insurance on Produce,- Return No 98
 Ship "British Isles",- Accounts
 Copy of correspondence with Doctor C.N. Foley
 Copy of letter from P. Mills, and reply
 Copy of letter to P.S.N.C. re Oravia salvage
 Copy of letter from Wilson Sons & Co. Ltd. and reply
 Copy of letter from London Salvage Association,- re "Nuanu"
 Copy of letter from Hans Ebner Ltd,- re Casings
 Copy of letter from Col. Secretary,- re Lighthouse telephone, & reply
 Copy of letter to Pinto Basto & Co.
 "Columbus" Manifests,- voyages A 5, 6, and 7
 Freight account,- S.S. Anaucaania
 Mr Allan's letter for Managing Director
 Remarks on Accounts
 Statement on Accounts
 Letter for F.E. Cobb Esq.

Clients' Accounts current.Originals.

Holmsted & Blake, Ltd.
 Bertrand & Felton
 J. L. Waldron, Ltd.
 Dean & Company.
 Pebble Island Account
 Geo. Bonner & Co. Ltd.
 H & G Cobb & Speedwell Is. Co.

Handed to Mr G.A. Cobb at his request.

Press copies.

Holmsted & Blake, Ltd.
 Bertrand & Felton
 J. L. Waldron, Ltd.
 Dean & Company
 Pebble Island Account
 Geo. Bonner & Co. Ltd.
 H & G Cobb
 Speedwell Island Company

Specifications:-
 D.H. & W. 3 S.

W.G. 150 W. 1 S. N.A. 101 W. F. 68 W.
 D.H. 94 W. 5 S. W.P. 39 W. 2 S.

HMS. GLASGOW.

March 5th,

12.

413.

Sir,

I take the opportunity of the departure of the Glasgow to send duplicates of the mail per Orcoma which left on the 21st instant. The Glasgow will leave immediately after the departure of the Oropesa.

2. I saw the Registrar General with reference to the piece of land next the Church and ascertained that the Mortgage from Biggs to Dean has never been registered; the plot therefore stands in the name of James Biggs in the Deed book. As you remark in 1094/10 the omission on the part of land owners to register may cause trouble in the future, and we ought to take steps now to have this put right. The Registrar suggests that we should petition the Court to allow the Mortgage to be registered now; failing that, we may apply to the Court under section 9 of Ordinance 6/1904 for a title. In either case it will be necessary to produce here the original deeds, namely Mortgage Biggs to Dean of October 14, 1853, and the Statutory Declaration by Mr Dean. I think it better to defer fencing until our title has been properly registered.

3. A whale catcher belonging to the North Shields Whaling Company arrived from S. Georgia on February 13th with damage to the 200 HP Diesel oil engine with which she is fitted. The water jacket of her Starting cylinder had become damaged and the leakage of the water into the cylinder itself resulted in breakage of the piston. The damage cannot be repaired

F. E. COBB, ESQ.,

here

Managing Director,

LONDON

413 (5.3.12) per Glasgow

ture, and she has to wait for a new part. The Manager said that he had come to the conclusion that the Diesel engine is not suitable for the work as the speed cannot be efficiently controlled as with steam.

4. The enclosed Census Return taken last year will be of interest as showing that the population of the Falkland Islands proper has increased very little during ten years, whereas that of South Georgia during the whaling season amounted to 1003.

5. I took advantage of the opportunity of having divers from the Glasgow to have a look at the bottom of the Samson and enclose report. They were able to clear all the inlets and to partly clean the bottom which is on a very foul state the Gunner telling me that he thought that her speed must be impeded nearly 3 knots.

6. The accounts of HMS Glasgow must be settled on board to-morrow when she returns from Lively Island, and the draft on the Accountant General of the Navy posted to you via Montevideo unless the Potosi should happen to be here after her departure, in which case we might retain it to be sent by the mail which she will carry.

7. I enclose copy of correspondence with the PSNC Valparaiso with reference to the shortage of cargo per Kanuta.

8. We have to ask you to send out a new stop valve for the Samson according to the sketch with Baseley has given me. I mention it here as it is important. A cast iron valve ought to last out her time, but we should be glad if you would have it well tested if you send iron. I am sorry to say that one of the cylinders of her steam windlass shows signs of such bad corrosion that we may be compelled to have a new one.

9. The Ragnhild finished discharging yesterday, and with the exception of the deck cargo the timber has turned out very well. The quality is superior to that supplied by either Lamb or Lenanton, and the price so favourable that we are able to reduce the selling price by about 20%. We are sending a circular (copy enclosed) to clients and others and

415 (S.S. 12) per Glasgow

Hope Glasgow to increase our belief Captain Anderson will extend proposal, and we will send later a form 1 claim for cargo lost overboard during heavy weather in the North Sea broken boat and for water damage to timber in the hold. We do not know whether your Policy covers loss of deck cargo, and have consequently given values separately.

Yours faithfully,
T. A. S.

Your obedient servant,
M. G. S.

[The remainder of the page contains extremely faint and illegible text, likely bleed-through from the reverse side of the document.]

413 per J. B. S. "Glasgow" (5.7.12.)

ENCLOSURES.

Duplications. (Originals per Kanuta, January 27th.)
 End of exchange No. 2708 on C.M. Lampton & Co. for \$ 57.17.11
 Statement on Accounts
 Specification of shipment per Kanuta.

Duplications. (Originals per Orcoma, February 21st).

Despatch No. 419
 Store Indents No. 447
 Remarks on Stores.
 End of exchange No. 2709 on F.A. Shute for \$209. 1. 4
 " 2710 on W. Carpenter for 2302. - -
 " 2711 on Wm. MacFartridge for \$ 167.12. 8
 Coasting Insurance
 Freight Account - "Araucania".
 Mr Allen's report of February 16th
 Copy of letter to PSN, re Oravia salvage
 Remarks on Accounts
 Statement on Accounts
 Copy of letter to F.E. Cobb Esq.
 Specification of shipment per Orcoma.

ORIGINALS.

1st of exchange No. 2712 on C.M. Lampton for \$225.13. 0
 Schooner "Hilda B." Account
 Indent for intermediate Stop Valve for Samson
 Copy of census with PSNC, Valparaiso.
 Copy of diver's report on Samson's bottom
 Copy of circular to Clania re Wood
 Census Report, 1911.
 Manifests of Columbus cargo, Voyages A8 and A9
 Shipping report
 Statement on Accounts
 Specifications: - Wool Skins.
 221 6

413 per H.M.S. "Glasgow" (5.3.12)

ENCLOSURES

ORIGINALS (Continued)

Specification of 400 bales wool and 3 bales sheepskins

Clients' Accounts Current:-

Packe Bros & Co.

Stickney Brothers.

Mrs C.H. Williams (Press copy)

B. Browning

Press copies of Clients' Accounts Current:- Packe Bros & Co,

Dallin & Stickney, Dean & Anson, Stickney Bros., Mrs C.H.

Williams, Henry Waldron, West Point Island, Vere Packe, Mrs

T. Robson, J.J. Felton's Estate, A. Pitaluga, W.D. Benney's

Estate, Smith & Sons, David Smith, A.F. Cobb, Mrs C. Hansen,

Mrs Geo. Scott, J. Robson's Estate, Morrison & Grant,

C. Bender, B. Browning, H.J. Pitaluga, Greenfields Brothers,

Bernard Stickney, W.W. Bertrand.

Letters for Bernard Stickney Esq, and W.W. Bertrand Esq.

R.M.S. ORISSA

March 18th

12.

414

Sir,

My last despatch left per H.M.S. "Glasgow" on the 7th inst. and I received per "Oropesa" on that date your despatch 1100.

2. 1100-2. Captain Saanum does not anticipate any difficulty in navigating the passes to Pebble Island, and provided that we collect the produce Mr Dean will probably manage his work all right with the cutter from Port Stephens. Messrs. Salvesen wrote us direct on the subject of the Sea Lion light as per copy of letter herewith, but now that the Governor has his hands so full with wireless installation and erection of Hospital this work will have to stand over.

3. Par. 3. I admit my error in overstating the quantity of ballast required for the "Garland"; when she went out she had a good weight in her, namely her usual 100 tons of stone, some 80 tons of sand, 35 tons of bricks, 10 tons of cement and sundry stores, making in all anything between 250 and 300 tons, but it must be remembered that she had on deck three of her largest spars, which had the effect of making her top-heavy, and these spars have to come back with her. With all this weight she pitched and rolled so badly that it was doubtful whether Capt. Thomas could carry on. We certainly should not attempt to tow her with the 50 tons suggested by Lowdens. Captain Thomas will endeavour to take out the "Vicar of Bray" without having any men on board the hulk at all; he says that if he attempted

F.E. Cobb Esq.,

Managing Director.

London.

to tow alongside in the open sea "everything would be torn to pieces", meaning, I assume, that no lashings would stand. He will tow ahead, and have a 40 fathom 18" manila "spring" astern of the hulk which will act as a rudder if she yaws much in the seaway. If we cannot tow her without having men on the hulk we shall have several difficulties to overcome. The men will require a good deal of persuasion to go, and the Government would not allow her to leave without life-lines all along the sides, necessitating the fixing up of fairly strong stations. Irrespective of that we should not be justified in sending her away without this precaution.

When we discussed the matter in England I said that I thought the smaller hulks had not sufficient depth from deck to keel to serve the double purpose, namely to store goods and at the same time have sufficient depth of water to allow the Columbus to come alongside. The hulk at the end of the jetty in all probability would settle down a couple of feet, and if placed in sufficient depth of water for the Columbus to come alongside the deck might at high tide be awash. The "J.P. Smith" was, I believe, mentioned, and you agreed (vide 1093/4) but you think now that she is unsuitable, so we will endeavour to get the "Vicar of Bray" out. As regards my remarks on the question of weight on deck, when a hulk is afloat it seems to me that the deck and deck beams do not bear all the actual dead weight, this being shared by the buoyancy of the hulk, but if you ground your vessel these must take all the weight. When you mention the "Sabino", and suggest that one of Salvesen's Captains should be consulted it is hardly fair to ignore the fact reported in 384/7 that two whalers with full crews were sent to tow that hulk away.

4. Par. 13. The reason for promulgating the new Regulations (not an Ordinance) as to the importation of live stock is explained in the third paragraph of the Inspector's annual report for 1911, published in the March Gazette sent you this mail. The cases mentioned by you might happen, but we think

414 per ORISSA, 18.3.12

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they would be dealt with intelligently. The Inspector's report strikes me as being well worth perusal.

5. Par. 14. I enclose a letter from Mr Oswald conveying his appreciation and thanks to the Directors for their consideration.

6. Par. 16. The value of the goods originally ordered from Dickinson is certainly much higher than I anticipated, but I knew at the time that these were not all for the Drapery Store; according to our calculations the goods for that Store will amount to under £700, the balance being for the West Store, and consists of men's clothing. The goods that we had from this firm in the previous year turned out very well, and the order was passed without comment; but for the fact that our hands were so very full I should in all probability have alluded to the order in writing to you, and explained this at the time. Mr Dickinson's representative had with him 26 large cases of samples, most of which were good designs and up to date patterns; some of these we purchased and sold within a couple of weeks. I am glad that you appreciate the advantages of selecting from patterns, and we will follow your instructions in the future. I hope that the irregularity in this instance will not have the effect of deterring Mr Laing from coming over again with samples. When I discussed with you the question of the Drapery Store I did not say that a change was imminent for had that been the case the change would have been made before I left for England. I said that a change was desirable but that unfortunately there was no person here to put in as saleswoman who would be any improvement on the present one. I also said that if we could not secure someone more suitable, and decided to abandon Drapery business I would suggest that Mr L. Williams should be approached with a view to his taking over the stock at cost price in return for an undertaking on our part not to sell drapery goods for a term of say ten years. By last mail,

414 per ORISSA, 18.3.12

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however, he wrote me that he was negotiating for the sale of all his business here, as he wished to leave the Falkland Islands and settle in England, so that idea is useless. I am glad to be able to report that I have secured a Mrs Conroy (nee Dettleff) to take the post, and think that she will be more successful. She was one of the chief assistants at Jacobs' Store in Punta Arenas; she and her husband, who was in the Bank there have come over to Stanley, and as we must have someone in the general store to replace Kelway (more especially as Dettleff is going to England for a holiday) I am employing him. You allude to want of accommodation for showing goods in the Drapery Store. In most places these must be displayed, but in this small community the advantage is not so great. Mrs A. sees Mrs B. wearing a certain hat and is able to say at once that she paid so much for it at "the Company's" store; if it is an expensive hat she tells her friends that Mrs B. cannot afford it, and if the opposite that she wonders she could wear such a cheap article. The Drapery Store sales in 1911 amounted to £1650 as against £1480 in the previous year. Taking the all-round profit at 33% this gives a gross profit of £550; the expenses are £84 for wages, rent of building, and coal, say £35, interest on capital £125, total £244, leaving a nett profit of about £300, from which we may have to deduct say £50 for loss on unsaleable stock.

7. Par. 17. As Mills will remain at Goose Green until the canning is finished this season will be provided for, and the question can be left for discussion with Mr Allan in England. Mills undoubtedly was under the impression that he had the option of Goose Green or Stanley.

8. Par. 18. The new filling machine will be sent out as soon as possible after its arrival here.

9. Par. 19. The work on the Town Telephone was resumed immediately on the arrival of the insulator bolts, and we hope to have the principal subscribers linked up before the mail goes. I noticed that the original switchboard had a

414 per OROPEZA, 18.3.18

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"listening key", and mentioned this to Mr East who was then administering. It means that one will have to be careful in conversing through the telephone. I fear that nothing will silence a gossip operator. In England there is not much risk for an operator would hardly know who was talking, but here she would recognise every voice.

10. There was very little advantage in sending the accounts of H.M.S. "Glasgow" by the ship herself, which left about an hour after the arrival of the Oropeza. These are now enclosed, with draft on the Accountant General of H.M. Navy for £291:9:10. You will see that we sold them some 11 tons of Millennium flour at 2d per lb. Captain Hill said that this was just what he would have had to pay at Monte Video, and therefore took a full supply. This answers conclusively your remark in 1098/82 as to the apparent absurdity of being able to import more cheaply from Liverpool than from the Argentine.

11. The special reduction of 20% was shown on the Purser's copy of our Bill of Lading per Oropeza.

12. We enclose all papers relating to loss and damage of timber ex Ragnild. The amount, £34:18:11, is not large but we should be reimbursed all loss considering that we paid an insurance premium of £181:8:7.

13. The Potosi arrived on the afternoon of the 14th inst. and left early on Sunday the 17th with 1310 bales of wool and 252 bales of sheepskins. The first date given to us for her arrival was the 6th; this was altered to the 3rd or 4th, then to the 11th, and she turns up on the 14th. I mention this to demonstrate how difficult it is to estimate the space that is required, and to arrange the movements of the Columbus accordingly. The P.S.N.C. want an "explanation" of the Kenuta leaving here with vacant space, but this is unavoidable when we cannot rely upon statement of the date of arrival. We asked for space for 1100 tons in the Potosi, and this is said to have been reserved, but she left 114 bales behind. In calculating the tonnage reserved for here no allowance appears to be made for the

414 per ORISSA, 18.3.18.

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two or three feet of space immediately under the deck and beam where a bale will not go in, hence we are generally compelled to ask for more space than the actual measurement of the bales.

14. Since writing paragraph 7 I have received a letter from Mr Allan per Potosi from Punta Arenas, in which he writes as follows:- "Weiss will bring a man across who is qualified to run the steam plant next year, but he wants him for extract for the season, so I think that will be the best arrangement, and you can have Mills as soon as we finish. We expect to get this man (Johnson) for \$12 a month during work and perhaps \$8 in off season". Mr Allan adds that he is arranging a contract for the casings, and will bring across boners and about 10 labourers.

15. The Governor shewed me all the Foreign Office correspondence with reference to the action of the President of Uruguay in turning out the Marconi and Telefunken wireless telegraphy companies from Maldonado and the Cerro, the result of which is that we shall not be able to communicate by wireless with Monte Video, and shall have to rely upon communication with the wireless station at Punta Arenas. This will not be ready until the end of the year at the earliest, so that there is not the hurry for completing our station. The Governor, however, is proceeding with the work without delay as operations may have to be suspended during the winter months.

I am,

Sir,

Your obedient servant,

414 per Orissa (14.3.12)

ENCLOSURES.

Duplicates. (Originals per H.M.S. "Glasgow", March 7th 1912.)

2nd of Exchange No. 2712 on C.M. Lampaon for £225.13. 9

Statement on Accounts.

ORIGINALS.

1. Copy of Stanley Cash Book for January
2. Copy of Stanley Journal for January
3. Cash Voucher - January.
4. Store Indents No. 448
5. Remarks on Stores.
6. Mr Fackel's indent for Telephone sundries.
7. " " Seeds.
8. Wagnlid, Copy of accounts.
9. " Extended Protest.
10. " Claim (in duplicate), for damage.
11. Coasting Insurance.
12. 1st of exchange No. 2715 on A.C. & M. Navy for £291. 9.10
13. Mr Allan's report (and copies), March 7th.
14. Letter of thanks from Mr Oswald.
15. Copy of corree, with Salvesen & Co. - re Sea Lion Light.
16. Copy of letter from PBNC, Liverpool, re Oravia salvage.
17. Shipping Report.
18. Remarks on Accounts.
19. Statement on Accounts.
20. Copy of telegram via Montevideo.
21. Copy of specification of shipment per "Polosa".
22. Specifications:-

W C H 2 Bales Sheepskins

100 52 sides.

ORISSA,

20th March

12.

415

Sir,

The Orissa arrived at 6 pm this evening and anchored in Port William; I have received your telegram:- ROLINHO NUUANU CLATTA (sic). In all probability this is intended for CLATIER, meaning "credit is all in order", we cannot think that it is CLATTERS, meaning "that the credit has been cancelled".

2. We received by the W.F. mail the New Island Store Account certified to by the Acting Manager, Mr Wattne, and as he is leaving there some time this month we think it as well to send you the account current to the end of the year. A copy of this will be sent to New Island on the chance of catching Mr Wattne before he leaves for Norway in the "Neko".

3. Captain Saanum informs me that the Engineers of the "Blenheim" examined the boiler of the Columbus, but had not time to give him any report. They said he ought to return at once to New Island to have it seen to, and he says that the job may take six weeks. Under the circumstances I am loading her with a big supply of stores for Darwin, including 50 tons of Coal, also for Bleaker and Speedwell Islands. There is nothing for it but to quote the contract to Salvesen's Manager, and if the Columbus cannot be repaired in time to do the mail trip, request him to send in one of the steam whalers. On the way in she could call at Hill Cove for passengers for the Oravia on April 17th. The Columbus might also call at Fox Bay to let the Postmaster there know what arrangements have been made. Captain

F. E. Cobb Esq.,

Managing Director,

London.

415 per Orissa (20.3.18)

8.

Season has had the misfortune to break his arm, and what with that and the mail work I have not had time to make final arrangements. We have no one here to run either of the schooners except Captain Thomas, and it will be difficult and expensive to commission a schooner for a matter of four or six weeks. If, however, the passengers for the April and May mails cannot be got to Stanley any other way, I fear this may have to be done.

4. Mr Allan has returned, bringing with him Mr Weiss and a number of labourers.

I am,

Sir,

Your obedient servant,

415 per Orissa. (20.3.12)

ENCLOSURES.

ORIGINALS.

1. Supplementary Indent No. 448
2. Columbus Manifest A.10.
3. Remarks on Stores.
4. Supplementary Statement on Accounts
5. Copy of letter from Collector of Customs.
6. Copy of letter to PSNC, with account and passenger list.
7. Specifications:- L 199 Bales Wool
8. Triangle FB. 92 Bales Wool
9. R.B.C. 25 Bales Wool
10. New Whaling Co.- Account to 31st December.

"SOLSTREIF"

March 23rd,

12

416

Sir,

The whaler "Solstreif" leaves here this morning calling at Montevideo, and I take the opportunity of sending duplicates of mail per Orissa which left during the night of the 20th instant.

2. I find that I somewhat misunderstood Captain Saanum about the survey of the boiler of the Columbus; he was very anxious to catch the return mail in Stanley as some important telegrams from New Island had to be sent. He was at New Island for $1\frac{1}{2}$ days only, not long enough for the boiler to cool for examination, and the Engineers of the Blenheim were unable to make more than a cursory examination, and asked him to return there as soon as possible. If the patch put on here last November has to come off, which is more than likely, she cannot possibly carry out the mail itinerary, and I am therefore writing to the Manager at New Island quoting Clause 15 of the Contract and asking him to act accordingly. In case anything should be said as to our Blacksmith's work on this patch it is as well for me to mention that in November MacNichol wanted to put the patch inside the boiler just as the old one was (for this is the second patch) cutting away more of the original plate so as to have a clean edge for caulking, but the Engineer of the Columbus would not have it done that way and for the sake of saving time, pressed no doubt in this by the Captain, had the new piece riveted on the outside. The pressure from inside would then

F. E. COBB ESQ.,

Managing Director,

LONDON.

416 (17.7.12)

force the patch against the plate and tighten it up. Captain Samson now wants MacNichol to tackle it again, but he has ship-work to finish, and as Messrs Salvessen have instructed their Engineers on the Bismarck to report, they will of course accept their verdict and no one else's, and she must go to New Island for this to be attended to.

3. After writing to you on the evening of the 20th per Oriss I decided to despatch the Samson to Darwin Harbour with Mr Allan, Mr Weiss and 22 labourers. Seeing that 18 of these are Chileans, and that the Columbus could not have reached Darwin before the 25th, it was much better to get them away at once. Mr Allan reports that they have already started making bins at Goose Green.

4. The whaling companies "Norge" and "Rothval" are settling their accounts this morning, and the same with drafts for the totals will be sent in this despatch.

I am,

Sir,

Your obedient servant,

Meneghin

416 per "Solstrølf" (83.3.18)

ENCLOSURES

Duplicates. (Originals per H.M.S. "Glasgow", March 7th 1918).

Despatch No. 413

Letter for F.H. Cobb Esq.

Duplicates. (Originals per Orissa, March 31st 1918.)

Despatches Nos. 414 and 415

Stanley Cash Book and Journal for January

Store Indents No 448

Remarks on Stores.

Coasting Insurances

2nd of exchange 2715 on A.G., H.M. Navy for £291. 9. 10.

Mr Allen's report, March 7th.

Bkn "Ragnbild" - Account.

Remarks on Accounts

Statement on Accounts.

ORIGINALS.

1. Store Indents No. 449
 2. 1st of exchange No. 2716 for £1500 on G. & C. Kreglinger @ 90 days.
 3. Remarks on Accounts
 4. Copy of letter to Postmaster re "Columbus".
 5. Copy of corres. with Salvesen & Co.
 6. (Norge Whaling Co's account and draft) Will be posted
- | | | | | |
|----------------------|-------|-------|---|-------------|
| (Retrial | ditto | ditto | } | in separate |
| Statement | | | | |
| (Remarks on Accounts | | | | |

OROPESA.

15th April

12.

417.

Sir,

I wrote last per S.S. "Solstreif" on March 23rd and received per Oravia on the 3rd instant your despatch No. 1101 and telegram "Stop Miller action settled" and "Tafelpoot Isocheim".

2. 1101-3. I note the terms of the renewal of the lease of Great Island and shall be glad to know

(i) if the rental of £60 is for Great Island alone, there being an additional £15 for Swan Island, or whether £60 covers both

(ii) if the increased rental is to date from 1906 when the original lease expired.

I cannot find any copy of the lease of Swan Island - we have merely a memorandum "Swan Island, subject to short notice from "April 1st 1890."

3. Par. 4. It is a poor compliment to my intelligence to write that I have failed to grasp what you wrote on the subject of the labourers' pay when loading the Columbus. I quite understand, but the point is that the men cannot or will not, and what I wrote you was an exposition of their view of the matter, from which they will not budge. From their point of view, or "so far as they are concerned" the PSN steamers and the Columbus are on the same footing and they decline to see the difference. You complain of my not having reported the arrangement, in 407-2 Mr Girling detailed what happened, adding "leaving the question to be raised again upon Mr Harding's return and upon

F.E. Cobb Esq.,

Managing Director,

London.

417 per Oropesa (15.4.12) 2.

"the receipt of your views on the subject." I considered it just as well to await your views, especially as there was more than enough other work to be attended to. During the first quarter of the year the extra penny has cost us within a few shillings of £5, so that £25 will easily cover it for a whole year. If we pay 9d per hour all round, instead of 8d, our wages bill will be increased by approximately £320 per annum, from which the above £25 must be deducted as there would then be no extra pay for working on the Columbus, leaving ~~of~~ a nett increase of say £300. But this would become somewhat largely increased if the overtime rate becomes 1/1½ per hour instead of 1/-. As regards Carpenters we ought to resist any application for increase. An imported Carpenter like Bradfield receives £10 a month and a house, equal to £144 a year, which works out as nearly as possible 1/1 per hour against the local man's 1/-; but the local man received 7/8 per day extra during ship-work, and I should propose to pay Bradfield an extra 2/6 only, for we have to recollect that if he is sick for a day or two occasionally, no deduction would be made from his pay, whereas the man paid at 1/- an hour would lose that time, if sick.

4. Par.5. Some of the whaling Managers have spoken about a slip - they find the cost of sending their catchers away for painting and overhaul very considerable, and talk of erecting a slip of their own either here or at New Island. If they are likely to do this it would suit us better to make arrangements to use it whilst they are down South rather than go to the expense of erecting one ourselves, for if we do build one we have no guarantee that they would hire it, and I think it would be a good move if you would try and ascertain the intentions of some of the leading Companies. Mr Christensen of Sandefjord is interested in several and is pretty sure to know what they propose doing. Since my return, I have been in correspondence with Mr Robins who suggests that a permanent slipway should be built out for a certain distance, the last 20 feet or so being temporary, so that it can be taken up and put away when done

417 per Oropesa (15.4.19) 3.

with to avoid damage by worms. He adds " a diver is not necessary, as this outside length of the slip is made on shore and weighted with iron, then taken out and sunk; this is what we are doing here, the only thing of importance is the cradle. The way can be as rough as you like, because the weight soon puts the ways down to their level, and you will see here the ways are so rough that the ship is rolling from side to side through the unevenness of the ways when being hauled up. This of course refers to the temporary, not the permanent, ways." I enclose the plans which he sent me from which you will see that the proposed building the slipway obliquely so as to clear the end of the hulk; this, however, would not be necessary as we could easily bring the shore end of the way more to the Eastward and build at right angles, as we have plenty of foreshore. Baseley took soundings and made out a plan, which I sent you some time ago, and he has now kindly furnished me with a plan of the soundings on the same scale as Robins' plan, so that you can see at a glance the depth of the water out to the end of the hulk. I doubt whether the harbour deepens sufficiently rapidly to enable us to adopt Mr Robins' suggestion to have a temporary way for the last 20 feet, for that does not seem to me to be long enough. I understand that the rise and fall at Punta Arenas is much the same as here, but their slipway is built where the water deepens rapidly and the temporary way 20 feet long takes them into deep water. On the whole, I fear that the expense will be prohibitive - the permanent slipway must be quite 160 feet long, and the cost of the retaining walls, transverse timbers, distance pieces, cement, cradles (plans of which you have), and the labour would amount to a very large sum. I should be glad if you would have photographs taken of the blue print plans of cradles and slipway for me, as the cost is only small. If the whaling companies build a slip we could always have the use of it during the Summer months when they are down South.

417 per Oropesa (15.4.18) 4.

5. Pars.6 and 23. I enclose fresh accounts for the expense of floating the Lafonia and getting her cargo to destination, amounting to £338.12.10, and trust that this will be regarded as satisfactory. The cost per day of the Samson has been put at £18; the actual working expenses is nearly £10 per day, and in addition to this all the crew had to be paid for overtime, as the work had to be done by tides. A certificate to the effect that the bottom has not been sighted is also sent herewith.

6. Par.9. The cost of Baillon & Stickney's lost standards will be debited to the Columbus.

7. Par.10. The engineering question is presumably settled by the engagement of Mr Johnston from Punta Arenas, of which Mr Allan has doubtless already advised you.

8. Par.12. Mr Allan is negotiating with Mr Gustav Moeller of Punta Arenas for the disposal of the casings, and will probably hear something definite by this mail.

9. Par.15. You will have received a copy of the PSN letter re the Oravia general average; the bulk of the cargo is for ourselves, the Government and C. Williams, and if they insist on payment of 25%, I assume that you would pay our contribution. I have written to the Colonial Secretary requesting that the Crown Agents may be instructed to make the payment.

10. Par.18. Before Mr Townson left for the West Falklands, I arranged with him that if you desired to have the certificate about the meat, I would write and let him know and arrange for the Columbus to drop him at San Carlos on the return voyage to Stanley. As, however, the Columbus is hors de combat I did not send him any letter.

11. Par.20. I had drafted a telegram giving the amount of last year's profit, but as there would be a large item to write off on account of the Canning, I feared that the telegram might be misleading.

12. Par.24. I received the letter from Harris from Santa Cruz but did not answer it.

417 per Gropega (15.4.12) 5.

13. Par.26. Mr Packe is quite satisfied with the conditions under which the Directors have agreed to allow him an overdraft of £4,000.

14. Par.27. We spent considerable time going over every item of the Columbus account with Captain Saanum, and I am much mistaken if he did not sign the account. We are making up the account to March 31st and sending it by this mail, but cannot get his signature to the same unless he returns here before the mail leaves, either with the Columbus or in one of the whalers. The ~~xx~~ passage account for the last trip, £32.12. 0, cannot be brought into the account until we have seen him. As regards the charge for repair to the boiler, I do not see how Messrs Salvesen can state what it would have cost in England without having seen what the work actually is; moreover, I doubt very much if the work would have been done at all: had she been there for a new boiler would most likely have been ordered at once. In my last despatch I mentioned that Captain Saanum wanted McNichol to tackle it again; we did not relish the job in November, especially as the Engineer would have it done differently to McNichol's ideas, and we had heavy shipwork then to attend to. The charge was made reasonable in order to minimise criticism, though we anticipated that there would be some outcry, and I am glad that the further repairs have been passed on to their own people. A statement is enclosed giving details of the work.

15. Par.28. The lease of the Sea Lion Lighthouse site has been sent to the Government.

16.. Mr Allan thinks that they will require more steam coal to complete the Canning; our stock has been drawn upon heavily for the Smithy boiler (about three tons per week) and I must therefore ask you to send out some soon. The whalers have said that they would like to purchase Coal here, but of course there is no guarantee as to how much they would take. I think, however it would pay to send out a small sailer load, part to be discharged at Goose Green for the Canning factory next season.

417 per Oropesa (15.4.12) 6.

17. The repairs to the Nuuanu are practically completed, and we hope to get her away some time this week.

18. The British Ship "Wiscombe Park", Captain Griffiths, 97 days out from Rochester to Vancouver with Cement, put back from about 40 miles South of Diego Ramirez leaky. She anchored in Port William on the morning of Sunday the 7th and was towed in the same afternoon. On leaving port originally she had a collision in the Channel, was repaired at Southampton and was loaded again at Rochester. On leaving the second time she had bad weather, washing away the tarpaulins of the hatches, and had 8" of water in the well. Cargo was damaged and 152 casks jettisoned. When off Cape Horn the vessel took a list which increased, and it was found that water was coming in under the 'tween decks. From the enclosed copy of report of Survey it will be seen that she has had a severe straining, - we hope to be able to find the leak by lightening the vessel.

19. The Samson left at 5.30 am on the 9th with the Vicar of Bray for Goose Green, and arrived there at 1 pm next day, landed the filling machine and a few other stores. On the morning of the 11th she proceeded to Bleaker Island to bring in Mr and Miss Cobb, whose passages had been booked for this mail, arriving in Stanley on the 12th. Considering the condition of the old hulk, I can assure you that I had a very anxious time until we learned by telephone of her safe arrival.

20. The Darwin Telephone is now connected with the Exchange, as also Mr Packe's lines to Fitzroy and Port Louis. The Governor has decided to entirely reconstruct the Lighthouse line, taking in the Wireless Station en route - the Marconi Engineer recommends that the line to the Wireless Station should be metallic circuit, and the Governor thinks it well to continue the same to the Lighthouse. Under these circumstances, he will not expect us to share the cost, although he has not up to the present referred further to the official letter of February 2nd.

417 per Oropesa (15.4.12) 7.

21. Letter of January 23rd. I gather that I am expected to reply officially to the remarks as to having sent the Samson away from Stanley. I find that I did not report a trip to Darwin and back on December 20th and 21st, the circumstances of which are as follows:- The Columbus was to take out the W.F. mails due per Oravia on Wednesday December 13th, and to bring back to Stanley a load of wool from Choiseul Sound before Christmas. The Oravia did not turn up on Thursday or Friday, and for all we knew might have been wrecked. Was the Columbus to wait here doing nothing, leave me short of wool promised for the cargo steamer, and let our wool be stacked outside exposed to the weather? It seemed to me not, and I therefore sent Captain Saanum straight to Darwin to load wool, arranging that if the Oravia turned up within a day or so to send the Samson to Darwin with the West mails for him to take on, we to receive half the subsidy for this service. In view of your wishes that we should work in perfect harmony with Messrs Salvesen this seemed a reasonable course to pursue. The Oravia arrived on Sunday, and I telephoned that the Samson could start early Tuesday with the mails; you may imagine my disgust when Saanum turned up on Monday afternoon, saying that he thought he might just as well come back to Stanley and fetch them! In the meantime, I had loaded the Samson with a few stores, arranged to drop the Ogilvies at Lively Island, and promised Mr Allan to send out the baker and another man who came in the Oravia, as they were badly wanted. There was nothing for it then but to let the Samson go, for there was not time to let the Columbus call in with those passengers and be back before Christmas, and I was so sick at being made such a fool of that I did not report the matter. After what you have now written, people must get along the best way they can. You write that in case of force majeure, if I use her it will be on my own responsibility, and that my explanation "would probably be considered satisfactory". I fear that this is hardly good enough - I know that when I have sent her away from Stanley something affecting the Company's interests or those of a valued client has demanded it. In view of all that has been written on the question

417 per Oropesa (15.4.12)

8.

of transport round the Islands, Samson, schooners or outside steamers, I feel that my hands are very much tied now. Provisions and materials must be sent out and produce and passengers brought in - last year the Columbus arrived only in April, necessitating a schooner being kept running to ~~keep~~ make up arrears. At the end of May this schooner was just dismantling when the crank shaft of the Columbus broke. This was patched temporarily, and various delays occurred before the new one was fitted, the schooner continuing to run. On my return in November I found the boiler was under repair, and a large quantity of stores accumulated in Stanley; the Columbus had more than enough to get these away, leaving North Arm and Darwin untouched. I sent stores to North Arm by the Samson, and was only too glad to get stores and coal to Darwin by the Araucania. This has been objected to by Messrs Salvesen and only condoned, not approved, by you. Likewise, they did not relish the schooner running, but really the coasting work must be done by some means, or how can we expect to sell stores? ^{If} When the Columbus cannot cope with the work I am not allowed to use any and every opportunity at hand, it is simply driving farmers to look out for some other means of getting their work done and possibly the Government to invite someone else to step in.

22. Three more ~~not~~ whaling companies, the Odd, Laboremus, and Ornen have settled their accounts for the season, and drafts are sent for the same, namely, £373. 9. 3, £335. 12. 9 and £395. 6. 8 respectively.

23. You will have learned from my previous despatch that the Columbus left here for New Island on March 24th for the survey of her boilers; we heard nothing whatever about her until she returned yesterday (Sunday) morning, and Captain Saanum informs me that Messrs Salvesen's engineers report that the patch must be renewed on the one boiler, and that two small patches must be put in on the other. He took the opportunity of sending a telegram to Messrs Salvesen by a small whale catcher which left here for Monte Video on April 6th, informing them, I understand, that the boilers are leaking seriously, and cannot be repaired here, and suggesting

417 per Oropesa (15.4.12)

9.

that he should proceed to Montevideo. He hopes to receive definite instructions by this mail. I managed to get a small whaler to call at Fox Bay with the outward mails and the Columbus has brought in the homeward. Captain Saanum informs me that Mr Lange will bring in a whaler from New Island, so presumably the mail work will be carried on in this way. The question of the coasting work is now very serious - there are now nearly 3,000 bales of wool to come in, we have large orders of stores which we have no means of sending out, some stations are desperately short of provisions, and there are very many passengers with berths booked and reserved to be got in for the May and June mails. The Chilean labourers (20) at Goose Green must also be got to Stanley to catch the outward mail of May 29th. Captain Saanum thinks that the work can be done in Montevideo in a few days, but we have had plenty of experience of this sort of thing before. They may be able to get the work done quickly, and until I know something definite about this I do not feel justified in commissioning a schooner. Should the Columbus be away for three weeks only, Messrs Salvessen would say that our earning freight etc. in one of our schooners is a breach of the arrangement with them. I can only hope that she will be back without much delay, for if she is detained for any length of time and I am to take your instructions as to the Samson au pied de la lettre, I do not see how all the passengers are to be got to Stanley.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Duplicates. (Originals per S.S. "Solstreif", 23.3.12)

Despatch No. 416

Store Indents No. 449

End of exchange No 2716 on G. & C. Kreglinger for £1500

" 2717 " Chr. Nielsen & Co " £ 433.17. 8

" 2718 " H. Fredriksen " £ 167.15. 3

Remarks on Accounts

Statement on Accounts.

ORIGINALS.

1. Copy of Stanley Cash Book for February
2. " Journal "
3. Cash Voucher
4. Store Indents No. 450
5. Darwin Harbour indent
6. Remarks on Stores
7. S.S. Columbus Account to 31st March, with covering vouchers.
8. " Statement re repairs to boiler
9. " Manifest of cargo, voyage A. 11.
10. Lafonia's Stranding. Amended account
- " Certificate from Lloyd's Agent as to bottom.
11. New Whaling Co. Account, £147.15. 6 for collection.
12. Nor Whaling Company, £127.16. 7 for collection
13. Coasting Insurances
14. Stanley Wages Return to 31st March
15. Camp Wages return to 31st March
16. Proposed Slipway, plan with soundings.
- 17 Ship "Wiscombe Park". Copy of survey report.
18. Letter for Managing Director
19. Copy of letter to E. Pinto Basto & Co.
20. Copy of Great Island and Puggles Island lease returned.

417 per Oropesa (15.4.18)

Enclosures (continued).

21. Copy of corres. with Colonial Secretary re Telephone Exchange
22. " " with Chr. Salvosen & Co.
23. Copy of letters to PSNC, Liverpool
24. Remarks on Accounts
25. Statement on Accounts.
26. Shipping Report.
27. Letters for F.E. Cobb Esq., (2)

E.M.S. ORAVIA

May 13th

18

418

Sir,

I wrote last per OROPESA which left on April 17th, and received on April 30th per ORCOMA your despatch 1102 and telegrams as per copies herewith.

2. 1102-2. The Store sales for 1909 were, I find, £26316, though the difference between the amount given in the despatch on accounts, £26313, is not material.

FURNITURE. In 1091/7 you mentioned the question of office furniture, saying that it was a small matter, but would it not be as well to settle it? The furniture, allowing for liberal depreciation, must be worth quite £150, and could not in case of loss be replaced for less than £250. On this subject I would suggest that we should have one account only for Furniture in the Ledger, - at the end of the year the return of details of additions would shew whether for the house of Stanley or Camp Manager, or office.

CANNING. You will doubtless discuss with Mr Allan the price which the Factory would pay the Farm for sheep. We are explaining in Remarks on Accounts that 256 tons of coal were shipped per Thorndale on a special Bill of Lading at a special rate of freight, 31/8, to be delivered at Darwin.

3. Par. 4. Amended accounts for cost of floating the Lafonia were sent by last mail; before arriving at the total I fixed the charge for the Samson at £18 per day,

F.E. Cobb Esq.

Managing Director.

London.

and the account came out at over £300. I am sorry that owing to the break-down of the Columbus we were not able to heave the schooner down while dismantled. This will now have to wait until a steamer is running again.

4. Par.5. The amount of the purchase from Messrs Braun and Blanchard is overstated, the value being £1165:11:6, not £1399, and it will be seen from the invoices that it is made up as follows:-

	Stanley.	Darwin Har.	Walker Crk.	Total.
Timber	881: 5:7	169:14:10	39:11:1	490:11:6
Posts	472:10:0	135: 0: 0	67:10:0	675: 0:0
	£ 753:15:7	304:14:10	107: 1:1	1165:11:6
	=====	=====	=====	=====

so that by far the larger half is for posts, for which we have a constant demand. Mr Allan was in want of a good quantity at Darwin Harbour and Walker Creek, and I consider that favourable terms were obtained from Braun & Blanchard as these prices are c.i.f. There is a steady demand for Sandy Point timber, which is more durable for outside work, and the Luma posts last for years; the last Larch posts which you sent out cost us in Liverpool 5/8 each, to which has to be added 2/4 each for freight, charges etc, making a total cost of 7/10 landed, which is really prohibitive. I believe that I alluded to the question of wood and posts when writing to you from Punta Arenas, but am not quite sure about this. At any rate it was mentioned by me when in England.

4. Par.5. One of the masts for transmitting wireless messages is now complete, - this consists of 40 half round cylinders, 10 feet long, bolted together, surmounted by a 20 feet wooden mast, so that the total height is 220 feet. The power house, which will stand between the two masts is well on towards completion, and the Governor hopes to finish the installation in three months from now. With reference to my 414/15 the Governor shewed me correspondence between the Marconi Company and the Colonial Office

418 per Oravia, 13.5.12.

3

the Marconi Company state that the Chilean Government in addition to the 100 Kw. have ordered a 5 Kw. subsidiary installation for Punta Arenas, and the Colonial Office is supporting the Company in their efforts to expedite the latter. They hope to complete this by October, so that we can then communicate with Punta Arenas instead of with Punta del Este as originally contracted for.

5. Par. 9. I quite understand that we cannot hope for any concession from the P.S.N.C. at present, but when the time comes some representation might be made as to the passage rates from Stanley to Monte Video. The first and second class fares from here are \$16 and \$10, but from Monte Video to Stanley only \$11 and \$8. Possibly, however, this is a matter for the Government rather than ourselves.

6. Par. 10. We have not been asked at this end to let the Lafonia to Pebble; in all his letters from the station Mr G.T. Dean has asked us to send a vessel with stores and to pick up his wool, moreover in a letter dated February 4 Mr J.H. Dean wrote:- "I hear from Mr Cobb that you were in want of a Captain for your schooner the Lafonia, and we were thinking that you might engage the Master of the Richard Williams as she is now wrecked, and as I have got no schooner to work the Islands she could do it and bring my wool to Stanley and take my stores out". Evidently at that date he did not contemplate hiring a vessel.

7. Pars. 12 & 24. I am sorry to have to slightly qualify my remarks as to the Ragnhild timber, - the quality is as I reported, but in some of the sizes, notably 1 1/2" boards, the sawing has been carelessly done and the plank is thick at one end and thin at the other. It means that this wood has to be picked over, for an uneven plank cannot be used for weather boarding a house.

8. Par. 14. The appointment of Messrs Maclean & Stapledon as Agents in Monte Video is noted; copy of letter from them is enclosed.

418 per Oravia, 13.5.18

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9. Par. 15. The Nuanu sailed on April 20th and returned here on the 23rd with the truss of the foreyard broken. She sailed again on the 26th, and accounts with Master's drafts for £2000 and £1275:14:0 are sent herewith. The total is very heavy; the cost of materials mounted up to much more than we anticipated, and the cash disbursements likewise total up to a high figure, - £444. In this last amount is included about £100 for provisions whilst in the Port.

10. Par. 16. We enclose copy of further correspondence with the P.S.N.C. on the subject of Oravia General Average; I did not know that a commission would have been payable for the collection of the deposits, but thought that this would have been regarded as one of the duties of the Agency. The P.S.N.C. are quite wrong in stating that our list of deposits was in any way incorrect, and I have suggested to them that it would have been more to the point if they had given particulars.

11. Par. 19. I have not had time to see the Registrar again on the point you raise as to the Registration Ordinance not being in force until the year 1854, but will do so at the first opportunity.

12. Par. 25. I sincerely hope that you will be able to prevent the purchase of a water boat for the Government; no vote for this was taken and I do not suppose the Governor has consulted the C.O. The boat would be paid for here and the C.O. would know nothing about it until they receive the accounts for 1912, and it is more than likely than when they do receive them they are not examined in detail. Messrs Salvesen might circumvent the Governor by asking the C.O. for a guarantee for payment of the cost, as I think that if the matter were brought to their notice they would veto it.

13. Same Par. The wood which is used for building cargo scows is called Chili oak by the Punta Arenas people, but it does not resemble English oak at all.

418 per Oravia, 13.5.12

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It is certainly a hard wood, - in fact the usual Sandy Point lumber, a sort of cypress, I believe. But the Columbus is not altogether suited for carrying the large scows which are laid across the well deck of the Sandy Point steamers, resting on and slightly projecting beyond the bulwarks. The double bottom is really required because in putting these scows out water lops over the side, the scow not being lowered on even keel. It is hoisted by a wire fastened through the bottom like this

The Sandy Point scow which we use here as a water boat is 32'6" by 10'6", and weighs about 4 tons. If the coasting steamer had scows the dimensions should be, say, 26'x 8'6". I doubt whether Messrs Salvesen would get one of that size landed here for \$40.

14. A copy of correspondence with the P.S.N.C. as to cargo short delivered ex Junin last September is sent herewith; the numbers of bales as quoted by them are not correct. We have checked over the Clients' specifications, the manifests of the coasting vessels as well as tallies into the hulk and from the hulk to the Junin, with the result stated in our reply to them. Before finally settling the question we had better await Mr Pitaluga's reply as to his missing bale.

15. I find that I quite forgot to cable you about the "Wiscombe Park", but assume that on receipt of my despatch last mail you will have communicated with the Owners in regard to a credit. 105½ tons of totally damaged cement was discharged into a lighter, and sold as ballast at 1/6 per ton to the Norwegian Barque "Chacma", and a further 52 tons of sound cargo had to be taken out to enable the carpenters to get at the work. The leak was due to defective riveting in the shell plates and frames, at least three being quite loose, - water also got down through the waterways, and where new decking had been put in at Southampton. Some ironwork aloft was repaired, the steering gear attended to and three sails supplied. Accounts

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With Master's draft for \$606:19:10 are sent herewith. The ship sailed on the 7th instant.

16. The cablegrams which should have caught the Oropes were telegraphed up to Monte Video and communicated to us per Orcoma; from the copies enclosed you will see that they are very mutilated, and it took us some time to decipher your telegram, the last words of which were Imbiechi (inform) Felto Baller Aut Louis Fell, which we take to read Inform Felton Bullet out (of) Louis Leg.

17. With reference to my letter of April 17th on the subject of the Columbus I got Captain Saanum to make a trip to Salvador after the last homeward mail; he would not go too far as the boiler was giving so much trouble, so we filled the vessel with some \$900 worth of goods ordered from the Store and she brought back 340 bales a day or two before the outward mail. On receipt of the telegrams Captain Saanum decided to take out the West mail, coal at New Island and proceed from there to Monte Video. We induced him to fill up again with stores ordered, and other stores that have arrived for Clients, and he left here absolutely full, calling at Darwin with 30 tons of steam coal which Mr Allan requires to complete the canning and other stores, Fox Bay, Port Howard, San Carlos, Pebble and Saunders Islands. She had to go to these ports to land provisions which are urgently wanted, and I think that all stations, with the exception of North Arm, are provided with necessaries for some months. I sincerely hope that she will reach Monte Video all right, - the starboard boiler was leaking badly, and she returned from Salvador with 7 tubes leaking in the port boiler. Seeing that North Arm requires stores and material I have had no option but to fit out the Lafonia and send her there in charge of Captain Rowlands with these, bringing back the McCall's and several others whose passages are booked for this mail. I propose to let her do other

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short trips round the South coast between mails to get in wool from Fitzroy, Speedwell and Lively Islands etc., - the crew are all jekty men who must be here when the outward mail arrives, as we have not sufficient to man the schooner independently.

18. I have to report two mishaps involving a claim for damage to wool, (i) the swamping of a raft at Hill Cove on January 18th, with 14 bales of wool when loading the Columbus, and (ii) swamping of a boat at Swan Island on January 25th with bags of fleeces, when loading the Yawl "Glean". Certificates are enclosed. The Hill Cove wool has now been rebaled but the value of the Great Island wool can only be ascertained when the rest is sold. We will draw attention to this again when the produce is shipped, and report it now in case you wish to give notice to Underwriters that a claim will be made.

19. When making out our claim on Underwriters I omitted to include value of the Lafonia's lost anchor and chain. As this must be replaced we suggest that the account for same should be presented direct to the Underwriters. The particulars are, one anchor (7 cwt.) and 50 fathoms of studded chain (thirteen-sixteenths of an inch iron) with links 5 $\frac{1}{2}$ " long. I cannot, at the moment, give you the breadth of the link, but upon the return of the schooner to Stanley will have this ascertained, and will forward the information by supplementary mail.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per Oropeza, 15 April 1918.)

Despatch No 417
 Copy of Stanley Cash Book and Journal for February
 Store Indents No 450
 Remarks on Stores
 Mr Allan's Report
 Coasting Insurances
 Stanley Wages Return to March 31st.
 Ship "Wiscombe Park", - Two Survey Reports
 Remarks on Accounts
 Statement on Accounts, with enclosures
 Copy of letter to F.E. Cobb Esq.

ORIGINALS.

- 1 Copy of Stanley Cash Book for March
- 2 Copy of Stanley Journal for March
- 3 Cash Voucher for March
- 4 Copy of Stanley Ledger Balances to March 31st.
- 5 North Arm Store Indent
- 6 Store Indents No 451
- 7 Remarks on Stores and Replies to Remarks
- 8 Coasting Insurances
- 9 Barque "Muanu", - copy of final Survey Report
- 10 do. copy of Accounts
- 11 Ship "Wiscombe Park", - copy of final Survey Report
- 12 do. copy of Accounts
- 13 Copy of Columbus Manifest, - Voyage A.18
- 14 Copy of correspondence with Maclean & Stapledon
- 15 do. do. P.S.N.Co. Liverpool
- 16 do. do. Chr. Salvesen & Co.
- 17 do. do. P.S.N.C. - re Oravia General Average
- 18 Copy of letter to Salvage Association
- 19 do. Pinto Basto & Co. Lisbon
- 20 do. Kelly Browne & Co. Buenos Aires
- 21 do. P.S.N.C. Liverpool

415 per Oravia (13.5.12)

ENCLOSURES (Continued).ORIGINALS.

- 22 Insurance on Produce Return No. 99
 23 Copy of telegrams received
 24 Shipping report
 25 Copy of corres. with Mr J. Smith, Great Island.
 26 S.S. "Columbus" - Extract from logbook
 27 Letters for Managing Director (2)
 28 Remarks on Accounts
 29 Replies to Remarks on Accounts
 30 Statement on Accounts
 31 Specifications:-
- | | Wool. | Skins. | Tallow. | Hides. |
|-------------|-------|--------|---------|--------|
| AP | 176 | 4 | | |
| AW | 34 | 6 | | |
| F | 228 | | 6 | 20 |
| AFC | | 1 | | |
| Triangle PH | 3 | 1 | | |
| do FB | 6 | 1 | | |
| do TR | 4 | | | |
| J | | | 62 | |
| Triangle | | | 34 | |
| Z | | | 30 | |
- 32 Letter for F.E. Cobb Esq.

ORCOMA (or VICTORIA)

June 10th

12

419

Sir,

My last despatch left per ORAVIA on May 17th, and I received on May 29th per ORISSA your despatches 1103/4 and telegram "Imbiechi Johnston Sancarlos Yes".

2. 1103-2. Mr J.H. Dean writes as follows, on the question of the purchase of a schooner:- " I have had a talk with Mr. Cobb about buying one of your schooners, and he says he will be unable to do so until he writes to you; now if I bought one of your schooners I would always give you first preference to chartering her if she had no work at my Islands, and would write to my Manager to that effect, so in case of necessity you would always have another vessel to rely on". There would seem to be no objection to our selling Mr Dean the Gwendolin under such conditions,- we ought to keep the Lafonia, as she is more strongly built and carries more. So far as I can judge we shall scarcely be able to commission more than one schooner again; the Lafonia is now running with a crew composed of men who usually work on the jetty, and in charge of Rowlands. At the present time, with no steamer to load and discharge and no outside vessels, the men can well be spared from the jetty, but as regards a Master we have none here who could be considered really suitable. Rowlands is 77 years old, and I am not altogether easy in my mind at the schooner being in his charge as he

F.E. Cobb Esq.

Managing Director.

London.

(419, per ORCOMA, 10.6.12)

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is getting very feeble. The mate, Jones, however is a very capable navigator and I am sending her on only short trips. Captain Saanum took out stores for Pebble Island, and wrote to me as follows:- "I have safely passed through Tamar and "North West passage. I found Pebble Harbour very inconvenient for loading and discharging as you can only work for "two hours before and two hours after high water". The Columbus did not load wool as she was on her way to Monte Video, and in view of the above and your remark that it is a thousand pities that the Gwendolin could not be commissioned as well as the Lafonia, I had no hesitation in chartering the Chilean schooner "Antarctica" to lift the Pebble and Keppel produce. Two families from Pebble wish to go by this mail, and it gives them an opportunity of getting to Stanley.

3. Par. 4. The Directors are aware that no account has ever been kept shewing the results from each store separately, and the figures I gave in regard to the Drapery store are only approximate. I admit the error in calculating the profit on the selling prices, but think that the other figures given are correct. The cost of cartage and labour in getting the goods to the store is well covered by the 10% added for freight and expenses. £50 for loss on unsaleable goods is well within the mark, - the original profit is more than 33%, so that that figure allows for a reduction in the price of goods which have become soiled or not readily saleable. I had already told Greece to keep an account of goods going into the Drapery store for the present year, and this is being attended to; we are hampered by having some invoices which include goods for both stores. Our clerical staff is very small, and it is really most difficult to get detailed statistics.

4. Par. 5. In 412/12 I gave full details of the cost of all flour imported, that of Millenium being 19/0 $\frac{1}{2}$ per bag of

140 lbs. that is 1½d. per lb. The usual selling price is 22,6 per bag, yielding a profit of 18%; the sale to the "Glasgow" at 2d. per lb. yielded a profit of 23%. I do not know why Argentine flour should cost so much more, but it is so (labour and cost of railway carriage may have something to do with it) the initial cost, as per invoice, is 1½d per lb. as against 1⁵/₁₆d for either Australian or Chilean, and no doubt Captain Hill's statement that he could not buy at Monte Video for less than 2d. was quite correct. The profit on flour is not large, I admit, but it has always been our aim to keep the prices of necessaries as reasonable as possible, and flour especially, as vessels from Punta Arenas have at times competed with us. For the last two years, however, they have dropped this, and it is quite likely that our reasonable prices have defied this competition.

5. Par. 10 and 1104-3. The wireless installation is proceeding very satisfactorily, and it is to be hoped that the trouble with the Uruguyan Government is no more than as stated by the Marconi Company; even if our messages will not be received at Monte Video the installation will be incalculably useful for ascertaining the exact hour of the arrival of the steamers, and we should always be able to ~~despatch~~ ^{despatch} a message to catch a steamer entering the Straits of Magellan. As regards South Georgia it seems to me that with a population there of 1000 men in the working season a responsibility rests on the Government to have communication; we have but one Magistrate and one constable there, and the Governor receives reports from them only via Buenos Aires. The cost of the wireless would be met from the export tax on whale oil, the revenue of the Falkland Islands proper not being affected at all.

6. Par. 11. Mr Lange is leaving New Island with a view to conferring with Messrs Salvesen as to whaling round South and West Africa. We therefore send the New Whaling Company's account to date, certified by Mr Lange, for collection from Messrs Salvesen.

(419, per ORCOMA, 10.6.12)

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7. Par.12. The Columbus reached Monte Video on May 20th, having done the voyage from New Island in 5 days 21 hours. Captain Saanum writes that Messrs Salvesen have cabled him to repair to the satisfaction of German Lloyds, also to dry dock, clean and paint, and draw the shaft. He adds that he thinks that it will take three weeks to repair; if he gets through in that time he will be fortunate, but ---- .

8. Par.13. The Samson was sent to Darwin on May 25th to bring in the 20 Chilian labourers from the canning works to catch the mail for Sandy Point. She took a few stores and brought back the casings sold to Mr Moeller of Punta Arenas, occupying Monday, the 27th, discharging and loading. She returned here next day and the men left on the following. Including Mills and wife she brought in 24 persons.

9. Pars. 15 & 20. I am very glad to have the clear statement of the law as to the title to land in undisputed possession for a term of years, and shall be able to go into the matter again with the Registrar General.

10. Par.16. Had we known that we should be entitled to charge 5% commission for collecting and remitting contributions to General Average we would have acted differently. If you think it advisable the amounts could be paid according to the list of which you have a copy, deducting commission, for there is really no doubt that we shall recover the amounts allright.

11. Par.17. I am glad to know that the Directors will have no objection to selling some plots of land that we are not likely to use; the only lots that I would advise parting with are those between the Fitzroy Road and the Common fence, to the south of the houses occupied by the Carpenter and Blacksmith. The other plots being quite central are valuable.

12. Par.19. No doubt it is as well that the question of taxes on exports should not be allowed to sleep, but I fear

that the Government people will not give up the tax on wool, and they want the oil tax for work in South Georgia. You say that it cannot be pretended that more money is wanted to carry on the Government; this depends on what view is taken of "Government", - if it is simply providing a mail service, and paying officers for carrying out Treasury and Customs services, No, but surely "Government" in modern days entails something beyond that. The reproach is frequently cast at the Falkland Islands that we are hopelessly behind the times, but how can it be otherwise if money is not raised to bring the place up to date? Years ago, when all were struggling to develop what was waste land, there was nothing to spare, but with wool at the prices of the last few years all are prosperous, and now is the time to inaugurate useful public services such as wireless, telephones etc, and why not a mail road through the two principal Islands? Only during the last day or two some of the Managers of the West Falkland farms, who have come to Stanley, have seen the advantages of the telephone system in vogue here and on some of the East Falkland stations, and intend to open up the question of a telephone system on the West, with Chartres as the centre. To link up the principal stations would cost something like £4000, - a large sum, no doubt, but consider the saving in horseflesh and men's time! Not merely that, but the fact that the stations would be more in touch with one another would also result in the residents enjoying more of the amenities of life that just now seem to be lamentably lacking.

We must admit that, whatever his faults, Governor Allardyce has done more than any of his predecessors to bring the place up to date, and this cannot be done without money. Most of the Directors are, I believe, Liberals in politics, and must therefore approve of progress, - it is no doubt preferable that taxation should not take the form of ex-

port duties, but whatever form it may take it is necessary to progress. You write as to taxation being a punishment for success, but what would Mr Lloyd George say to that? I suppose that the bottom of the whole matter is that taxation should be accompanied by representation; if further taxation is imposed it will be impossible for the Colonial Office to resist the right of the taxed to have a controlling voice in the expenditure of their money.

13. 1104-1. We are shipping some samples of canning produce by the Duendes, as this will give you an opportunity of discussing them at once with Mr Allan.

14. Par. 2. All Berkeley Sound farm leases have expired and are therefore valueless, and the only Crown Grants that Mrs Smith & Sons hold are for the 320 acres already compulsorily purchased. Until the whole of the purchase money has been paid the Government cannot issue a Crown Grant, and the real title to the land consists of the letter sanctioning the purchase. The procedure is: application to purchase under section 14 of Ordinance 9/1903 is sent in accompanied by a statement of the title of the applicant to purchase. [A copy of this epitome of title in Mrs Smith's case is sent herewith.] On the Government being satisfied as to the title the application is considered in Executive Council, and if approved is, presumably, sanctioned by the Secretary of State. A letter is then sent by the Colonial Secretary to the applicant with a copy of the Minutes of Council approving, and this constitutes the title. That letter to Mrs Smith & Sons is in my possession.

15. Par. 4. We will await further advices from you as to Messrs Stickney Brothers' station mark; of course this year's produce is all marked with a Club, but it will probably not be sold until after all the Explotadora produce has gone forward.

16. Par. 6. We will keep the stock of stores down as

much as possible, - in fact up to the present you will find that the shipments have been smaller than usual. Timber, of course, is responsible for a great deal of the increase on which you remark, and I do not feel that all the responsibility for this is on our shoulders. Steam coal was wanted last year, and to make up a freight for the Kenuta a large quantity of timber was sent, and this was followed by a whole shipload by the Ranghild. Later, in order to give sufficient freight to warrant a cargo boat calling in with rams a further £3000 worth of stores were sent per Inca. In making a comparison of the stores on hand you now add stores on the Farm, giving the figures as £49,000 as compared with £30,000, but if you add the Farm stores (£8000) for 1911 these should be added for previous years as well. I am sure, however, that the figure will be less for the current year, - the wood is selling as well as can be expected, and our indents will be kept as low as is consistently possible.

17. I wrote to the P.S.N.C. Valparaiso on April 30th as follows:- "We assume that you will be sending a cargo steamer to catch the London sales about July 9th. We have now 1000 bales, measuring approximately 750 tons (weight 300 tons) and shall be glad if you will reserve space for 140 drums for the Admiralty measuring 940 cubic feet." They must have received that letter about May 8th or 9th, but the first we heard in reply was a telegram, dated May 21st, to the Agents at Monte Video, "Advise the Agents at Falklands per Orissa Duendes will call there about 10 June to receive wool, 250 tons weight." After writing the letter I learned that the sales had been put forward to July 2nd, consequently we shall have no wool at all for them.

18. I enclose copy of correspondence with Morris, Camp Teacher on North Arm section; you will doubtless discuss the matter with Mr Allan.

19. Mr Jason Hansen who was lately in Stanley informed

me that he wished to test the market with a small shipment of 4 or 5 tons of seal oil, and asked if I could guarantee its being shipped quickly from Stanley. Seal oil is about the worst kind for leaking out, and unless a cargo steamer had a place to stow it well away from wool they would not carry it. Mr Hansen asked if we would have any objection to his shipping through one of Salvesen's steamers; I replied that this would be much more satisfactory as we cannot guarantee shipment, moreover as oil is Messrs Salvesen's business they would be in a position to give him better advice than ourselves.

20. In despatch 1028-20, May 8th 1907, you mentioned the question of purchase of C. Williams' business. Writing from Punta Arenas some time back Mr L. Williams informed me that he was negotiating for the sale of all his business and property here, and that he could sell a half share, he wanted, however, to dispose of the whole. He came over by the last mail, and I have learned from him that he is in treaty with Messrs Braun & Blanchard. Personally I have doubts as to whether they would wish to establish themselves here, as they have such enormous interests on the Coast. Mr M. Braun passed through Stanley on his way home two mails ago, but did not allude to any such probability, and it may be a ballon d'essai on L. Williams' part. He leaves for England by this mail, and if the Directors think it worth while to discuss the matter with him I have no doubt he would call upon you.

21. As Mr Packe is leaving the Colony for at least 18 months some new arrangement for auditing our Cash Book will have to be made; I got him to audit everything up to the end of last month. The only persons I could suggest are either the Colonial Secretary, or Treasurer, who would no doubt be permitted to do this, and if you approve I will sound the Governor on the subject.

22. Several people here have taken up shares in a new

Whaling Company, called the Thule Company, and I have drawn upon you in favour of H. Fredriksen for £4345, representing 79 shares. More than half of these are taken up by Clients with credit balances in our books.

23. Although Messrs Salvesen contemplate withdrawing four of their whaling steamers from New Island the erection of a slip there is being proceeded with, and Mr Lange tells me that it will be completed in October next. If this is correct there is little doubt that we should be able to have the use of it during, say, December or January, whilst whaling operations are being carried on down south. Will you communicate with Messrs Salvesen on the subject, as it will be a great saving if we can avoid sending the Banson to Sandy Point.

24. The new part for the whaler "C.O.J." was received by last mail, and has been duly fitted. We have settled up with the Captain, and enclose accounts and a draft on Messrs Richard Irvin & Son for £299:3:2.

25. I enclose copy of correspondence with Messrs Maclean and Stapledon from which you will see that I have suggested that they should draw on you at sight. At present they have not adopted the practice which obtained when Messrs F.L. Humphreys & Co were our Agents, but have brought down the amount of our account as a debit balance.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per O'Pavia, 13.5.12)

Despatch No 418
 Copy of Stanley Cash Book for March
 Copy of Stanley Journal for March
 Stanley Ledger Balances, - March 31st.
 Store Indents No 451
 Remarks on Stores and replies to Remarks
 Coasting Insurances
 Barque "Nuuanu", - Accounts
 Ship "Wiscombe Park," - Accounts
 Mr Allan's report
 Remarks on Accounts and replies to Remarks
 Statement on Accounts (with seconds of exchange)
 Copy of letter to F.E.Cobb Esq.,

ORIGINALS.

1. Cash Book for April
2. Journal for April
3. Cash Voucher, West Store.
4. Store Indents No. 452
5. Remarks on Stores and replies to Remarks
- 5a. Canning Factory and Goose Green Indent
6. New Whaling Company - Account for collection.
7. North Shields Whaling Company - Account.
8. Coasting Insurances
9. Note on Packe Bros' Press from Mills, Huddersfield.
10. Telephone Exchange - rules relating to.
11. Epitome of title to purchase Berkeley Sound Farm
12. Corres. with Mr Allan, re Camp Furniture
13. " " Sociedad Esplotadora de Tierra del Fuego, re ingot tin and pig lead.
14. " " G. Morris, and copy of agreement.
15. " " Chr. Salvesen & Co.
16. " " Maclean & Stapledon

ENCLOSURES (continued).ORIGINALS.

- 17. Copy of letter to E. Pinto Basto & Co.
- 18 Auditor's certificate
- 19. Mr Allan's letter to Managing Director
- 20 Shipping report
- 21. Remarks on Account
- 22. Statement on Accounts

Specifications:-	Wool.	Skins.
NA	11	
H & B	66	13
JLW	267	15
EEH	4	
S	151	

DUENDES

June 21st,

18

420

Sir,

I wrote last per ORCOMA which left on the 13th instant, - the despatch being headed "per Orooma or Victoria" as it was not known until the steamer arrived which of the two would call here.

2. In accordance with your instructions a new agreement has been made with Mills, copy enclosed; it seemed to me that it was necessary to recite the first agreement in order to fix the date of commencement of his term of five years. I have altered it in some respects making it more like the agreement you gave Baseley. This latter is sent herewith in order that the two may be compared. I assume that the Company's Power of Attorney enables me to sign on behalf of the Company.

3. Mr Allan will explain to you that he finds it necessary to renew the piping of the Goose Green fresh water supply. To do this properly he requires 6" earthenware drain pipes, - if you charter a sailer with steam coal, as per my despatch No. 417/16, with part cargo to be discharged at Goose Green, can you send 800 such pipes; these should be stowed if possible so as not to impede the discharge of 100/200 tons of coal in Stanley. He would also like 200 tonite cartridges, with sufficient fuse and detonators.

4. Mr Weiss had the opportunity of discussing several matters relating to canning with Mr P.W. Smith whilst the Orooma was in port; although canning matters are entirely under the

F.E.Cobb Esq.

Managing Director.

London.

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management of Mr Allan, and will be fully discussed with him personally, it may be useful that I should give you Weias's views after his talk with Mr Smith. I therefore enclose a memorandum, a copy of which is sent to Mr Allan direct.

5. Mr Allan will tell you that some 60 piles are required for the extension of the Goose Green jetty. - by last outward mail I asked Messrs Stubenrauch & Co to quote a price for piles 12" x 12" x 17', and received the following reply, "There are only very few obtainable of the dimensions which you want. We could procure more or less 10 and the price would be £1:12:0 each. The price for piles 10" x 10" would be £1:5:0 each, and these are always obtainable. The wood is good and dry, and will be delivered to the mole here shipping expenses for your account, also customs house charges, which are not very high, say perhaps 5/- to 10/- for the whole shipment. It would be good if you would advise us as soon as possible in order to secure wood, even if you want it for a later shipment." I wrote a hurried note to Mr Allan to the Orcoma after receiving this letter, and asked him to discuss with you whether it would not pay to negotiate for a schooner to take these direct to Goose Green, that is unless you could send them from England more cheaply (by the coal ship for instance). It would mean filling up the schooner with wood or posts to secure a reasonable freight, and of course we have a good stock of these. For stringers, crates and planking Mr Allan wants some 1000 running feet of 3 by 9, - if Sandy Point wood is considered allright for this work this would help to fill up a vessel, although supplying the 3 by 9 from here would help to reduce our stock.

6. We received through Messrs Stubenrauch & Co payment of account from Gustav Moeller of Punta Arenas for casings etc, amounting to £240:18:7, as per copy of account herewith.

420 per DUENDES, 21.6.12)

3

7. Weiss says that the Patagonian Canning Companies have obtained good prices for their produce at Valparaiso, especially tongues; (which have grossed 1/4 per tin). I therefore wrote to Vorwerk & Co, as per letter enclosed, asking if they would give some idea of what they would nett, after paying freight and import duties, and they reply asking that a small consignment may be sent to them. Possibly next season, when you know the prices obtainable in England, you may approve our sending about half a dozen cases to test the market at Valparaiso.

9. The Duendes arrived on the 20th instant, and will sail tomorrow morning for Rio. She will not be able to take all the produce we have in Stanley, - the quantity taken will be cabled to you via Punta Arenas next week. I am glad to say that the P.S.N.C. were able to reserve more space than their telegram via Monte Video indicated.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES:- (Originals per Orcoma, June 13th, 1912)

- Despatch No. 419
- 2 Cash Book, April
- Journal, April
- Store Indents No. 452.
- Remarks on Stores.
- Coasting Insurances.
- Statement on accounts.
- Copy letter to Managing Director, June 13th.

Store Indents N. 453.

Remarks on Stores.

Copy account for casings - G. Moeller.

New Agreement with Mills, with press copy of existing ditto.

Baseley's Agreement.

Notes on Canning, 1912.

Letter for A.L. Allan.

Copy correspondence with Vorwerk & Co.

Copy letter to PSNC, Liverpool.

Specification and Bills of Lading per Duendes.

Specifications:-	Wool	Skins	Tallow	Waxes.
D.H.	8	4		
J.H.D.	186	31	47	110
J.L.W.	7			

H.M.S. ORISSA

July 9th

13

421

Sir,

I wrote last per DUENDES which left on June 22nd, and received on June 27th, per OROPESA, your despatch No. 1105.

2. 1105-2. Note has been taken that Mr David Smith is to occupy Great and Swan Islands for the remainder of his life at a total rental of £60 per annum.

3. Par. 5. I feel sure that the decision of the Board to raise the pay of the Stanley labourer is a very wise one, and have taken steps to bring this into operation as from June 30th. So far I have not had any trouble with the labourers, but the Governor had a foretaste at the commencement of the work on the wireless installation, - all the workmen struck for increase of wage, and Mr Allardye had two long discussions with me on the question. All the material, amounting to some 90/100 tons, had to be transported to the site, and I heard from outside that the Government workmen threatened that they would get at our men not to do the work. I suggested to the Governor that he should first offer out gang a contract to do this transporting, and not negotiate with his own men until afterwards; then having definitely fixed such a contract to offer his men 9d per hour on condition that they took their dinner at the station instead of coming home as usual. The journey by launch takes 35 minutes each way, thus reducing the actual daily hours from 9 to about 7 1/2.

F. S. Cobb Esq.

Managing Director.

London.

411 per OREISA, 9.7.19

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As it takes time for a body of men to embark and re-embark, the result being that he would get 9 hours work for 6/9 instead of 7/- for 6/-. The contract was fixed up all right, and he then interviewed his men, excluding the two ringleaders; his offer was ~~exela~~ accepted at once; the two ringleaders were dismissed and the work has gone on without a hitch.

But the cost of living is bound to increase and the price of mutton will probably go up; at present this is not seriously felt, and it is certainly a wise and prudent step to forestall an agitation for higher wages.

4. Same Par. The news of the Directors' decision to give another bonus will, I am sure, be received as enthusiastically as on the two former occasions, and if it is extended to those daily labourers who have been employed continuously will doubtless check any tendency towards "labour unrest" here. A list of the men who have been so engaged is enclosed; with the exception of White all have been employed for at least three years, most of them five or more. This list includes all men paid at an hourly rate who have been regularly engaged in all departments. The jetty labourers deserve most consideration as they have to work outside in all weather, and the only extra pay they receive is a penny per hour for handling coal, which is hard work entailing wear and tear to clothing, and for loading the Columbus, but the additional amount received for this is very trifling. Those employed in the Store have no opportunities for earning overtime pay, and I think these, with the exception of Dixon who was away for half 1911, might be included. Engineer's men have had good extra by way of salvage, and the carpenters, strikers and sail-makers have done very well out of shipwork. During 1911

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carpenters and strikers were engaged on shipwork for 24 weeks, and the sailmakers for 17. The extra pay for carpenters is 7/8 per day, strikers and sailmakers 2/3; that is in the long days, at other times the extra pay is proportionally greater.

The camp labourer's standing wage is £60 per annum, and his bonus is therefore £8, but as many have contract work during which the standing wage is suspended the bonus, in most cases, falls short of the full £8. The Stanley labourers very seldom get the chance of a contract, and I gather that if the Directors decide to include them for bonus the amount would be fixed at £8, with proportionate increase for the foremen according to their extra rate of pay.

I hope to receive the camp list in time to include in this despatch; Mr. Moir will send a separate sheet giving the names of those who entered the service after January 1st 1911, and those who have now left, and I should like to have the Board's instructions as to these cases. When a man leaves to better himself the Directors will probably think that he should not be included in the list.

You will see from the Stanley list that four monthly employees have gone since 1911, - Baseley, Kelway, Mrs and Miss Aldridge.

If the Directors decide to exclude those who have left it will be necessary to word the usual circular somewhat differently. I enclose a draft, and if this is approved, would suggest your having 150 copies printed and sent out.

5. Pars. 4 and 15. The correspondence with Messrs. Salvesen confirms what Mr Lange told me, namely that they were proceeding with the construction of the slip at New Island. The Master of the last whaler that came in with

mills said that the work had been started, but the weather we have had of late has stopped it. It is to be hoped that they will push on so that the Samson could go there early next year.

6. Par.10. I am very glad to know that there is a prospect of our getting a sailer with a load of house coal soon for our stock is being depleted very rapidly owing to the severe weather and the last bad season for peat. It is quite possible that I may have to cable for some by steam, there being very little at Darwin; if so, the word ELRECHT will be used to indicate house coal, and we should be very glad to have it in bags in order to facilitate transport to Darwin or to clients (these latter are charged extra for delivery in bags).

We have steam coal for present requirements, but not enough for next canning season, - if that had to be cabled for the word ELROLLE would be used. The delivery of steam coal from a steamer depends more upon the steamer than ourselves; we place a hulk alongside capable of holding 400 tons and they discharge as quickly as they can, we finding men for trimming. The cargo steamers rarely carry enough hands to discharge general goods and coal simultaneously, but if we are able to engage shore men for them this can be done. If coal is stowed so that it can be delivered from two hatches there is no difficulty in taking 200 tons per day, for we can give them two hulks or lighters to receive it; when a supply is expected we let the Samson's bunkers get low, so that she can take 30 or more tons direct.

When you wrote the despatch and the letter subsequent to it you did not, of course, know that so much coal was required at Goose Green, where the annual consumption will be from 200 to 300 tons. It would be just as well to send

481. PAR CRISSA. (9.7.12)

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two years' supply, and I trust you will be able to charter a sailer, for even though we may have to tow her round the extra cost per ton will be very considerably less than for discharging here and freighting round by Columbus. The Samson could tow a sailer to Goose Green in one day, could remain there for five or six days assisting at the discharge, and then tow the vessel down to Mare Harbour for ballast; the cost of this would be £70 at the outside, representing 4/- per ton if 350 tons were discharged, and proportionately less if a larger quantity were put out. If we have to take delivery in Stanley, load the Columbus and pay her even a reduced freight of 10/- per ton (as against the tariff rate of 12/6) it would amount to at least 12/6 over and above the ocean freight.

If you could secure the Ragnhild for house coal the Captain would not require towing round.

7. Par. 11. I mentioned in 418/15 that I quite forgot to cable about the Wiscombe Park, and hope that no serious consequence will result; the Salvage Association are interested in the vessel.

8. Par. 13. I am very glad to have had this paragraph as it defines more clearly than before the question of the Samson, and enables me to clear up some points as to which there has been a misapprehension. It is quite true that her absence from Stanley might mean the loss of a valuable tow, but at the same time there is the actual fact that it was due to such an absence that she got the Hyndford salvage, our first appreciable plum in that line. Had she been in Stanley the Orita would have secured it, for the Samson was there less than an hour in advance. I am far from adducing this as an argument in favour of sending her away, but it is worth mentioning, and it is a satisfaction to know that we have never yet lost a tow

81 par. 13 A, (9.7.18)

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owing to absence. The trip to Kidney Island was at the request of the Governor when H.M.S. Glasgow was here to take out Captain Hill and some of his officers, - this seemed to me to be an attention which the Board would like to have shown to H.M. Ships. I may mention that it was due to that trip that we got a diving party to examine and clean the bug, - on the way out I was able to "nobbled" Captain Hill, and on my return went on board the "Glasgow" with him to make all arrangements for the diving to be done next day.

I cannot find that her expenses have been given at \$12 per day, - in my despatch which you had before you, in par. 5 I wrote "the actual working expense is nearly \$10 per day", the details of this are as follows-

	Coals (1½ tons @ 50/-)	3:15:0	
	Oil and waste	3:0	
	Wages:-		
FOR A STEAMING DAY OF NINE HOURS	Master	14:6	
	Engineer	15:3	
	Asst. do.	8:0	
	Leading Fireman	7:6	
	Fireman	6:0	
	3 Deckhands	18:0	
	Steward	8:0	3:15:3
	Provisioning 9 hands @ 1/6		13:6
	Insurance		14:5
	Extra for raising steam:-		
3 Firemen each 3 hrs.	4:0		
2 cwt. coal	5:0	9:0	
		<u>\$ 9:10:2</u>	

It was rather a shock to read that you thought she carried 1000 tons only, and I may take it that this goes far to explain the repugnance of the Directors to her being used for cargo, for if this were her total carrying capacity it would have been more than absurd to send her away from Stanley for

421, per ORISSA. (9.7.12)

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cargo alone. A copy of her loading list on the trip to North Arm with stores in November is sent herewith, - the tonnage of this is as near 25 tons as possible.

One other point, - what I wrote in 417/21 was this, " If, "when the Columbus cannot cope with the work I am not allowed to use any and every opportunity at hand it is "simply driving the farmers to look out for some other "means of getting their work done, and possibly the Govern- "ment to invite someone else to step in." Surely this cannot be read as a complaint; it was an effort on my part to impress upon the Board what might be the consequences if we did nothing at this end. It was a hypothetical case, and therefore one which from its very nature could not be stated with precision.

I am very glad that you regard her as being indispensable from the point of view of general utility and convenience, and can assure you that it has always been my endeavour to confine her general utility within the proper limits, having regard to the fact that her primary duty is Harbour work, towing lighters, etc, and salvage services. The financial results, as shewn on paper, are without doubt disappointing, but it must always be remembered these are by no means the full measure of her utility, for without the Samson you could not have had all the ship repairing work of the last ten years which has brought so much profit to the Store and other departments.

9. Par.16. There is no ground whatever for reducing the warehousing, etc, charges on Mr. J.H. Dean's goods, - in fact rather the reverse, for the reason why they remained in Stanley so long was the loss of his own vessel, by which he had hitherto invariably transported his stores to Pebble Island. This being the case I could not send them but before those of other clients who have greater claims

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upon us. The charges for landing, passing through Customs, warehousing and reshipping were originally stated separately, but this seemed such a piling up of charges that we afterwards made it an all-round figure of 10/- per ton (now increased to 13/4, after discussion with you last year) which includes fire insurance. I was glad we made the change for soon after it was done one consignee wrote accusing me of not sending his goods sooner because I wanted to prolong the warehousing, and thus increase the charge for storing! In having to store his goods so long we suffer as well as Mr Dean, and ought to be paid more rather than be asked to reduce our charge.

10. Par.17. I do not like the idea of a steel lighter at all, and trust that we may by some means be able to get a wooden one. A bump against the Orooms in Port William might be fatal, and there are other disadvantages; - the plan you send gives draft at ~~28~~ 4' 6", leaving only 1' 6" free-board, which is little enough. If 4' 6" is her draft empty what would it be loaded? But on the estimate of cost the draft is given as 5' 9"; to clean and paint the bottom would be difficult and expensive with a ~~28~~ 4' 6" draft, but with 5' 9" it would be nearly impossible without a slip. Then there is no provision for a derrick, which we must have as we have no means of hoisting cargo out at the jetties except the lighter's gear.

McNicoll could do the rivetting allright, but the cost is underestimated for we have not the facilities for putting in 500 rivets a day; furthermore, there is no provision in the estimate for caulking, and on the whole the cost would reach all £750, or even £800 including the derrick.

I hope the Directors will allow us to make an effort to get either the Hornet or the Malvina; September or October would be a favourable time as tides are generally better

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then, also the weather, with fairly long hours of daylight. Failing these you might allow me to make enquiries for an old schooner at Punta Arenas or the River Plate. Even a soft wood vessel would last many years as a lighter.

11. Par. 18. The Governor has not mentioned anything as regards taxation of exports, so presumably he may not yet have heard from the Secretary of State on the subject. I understand that he has had some very stringent instructions as to expenditure on the Hospital, which is to be strictly confined to the £250 already voted. The building has, however, been begun on such an extensive scale that, like Government House years ago, we shall probably be confronted with a building half finished, and with the alternative of either allowing it to go to ruin or spend some hundreds to complete.

12. Par. 19. You will have learned from my last despatch that I asked Vorwerks to let me know what the import duties on tongues would amount to, and that they ask for a trial shipment. I may interpret what you have now written as permission to send 3 or 6 cases to them to ascertain the result.

13. Whilst the Duendes was here loading the Lafonia, Antartica and a cutter all came in with produce which was shipped. The Master of the Duendes at first feared that he could not take all that we had in the hulk, but eventually took all but the tallow, including the schooners' cargoes. I mention this by way of explaining the condition of the Bills of Lading, which were signed in Port William; on account of the tide and the deep draught of the steamer loading was finished there.

14. I think the time has come when we should consider the question of pensioning J.G. Kelway, who has been in the service for some 36 or 37 years. He is past driving the launch or being of any assistance on the Samson, and is

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only capable of doing small jobs in the engineer's shop. The engineer's staff is not always fully employed and there is plenty of time for them to do these shop jobs when the boats are not running; Mills must have men who are all able to do work in the engine rooms of the launch or Samson, and a man who is only able to work in the shop itself is a redundancy. Particulars of service are sent herewith.

15. Mr Allan will probably have informed you that he asked us to overhaul the old Priestman oil engine with a view to utilising it at Goose Green to run the tinshop machinery independently, thus enabling him to make a stock of tins in advance. It was therefore put together here but Mills cannot get it to run satisfactorily, - his report is enclosed, and we should be glad if you would communicate with Messrs Priestman as suggested. The spray maker will be sent to you by parcel post.

16. Captain Saanum wrote from Monte Video on June 20th that he expected to be ready to leave in eleven days; I had made arrangements to get some 35 to 40 tons of flour, cereals and kerosene by the Columbus, but in this letter he writes "I see that you want me to take down some cargo for your firm, and shall be pleased to do so. But, as you know, for me to take cargo from here will cost about £10 more than to go in ballast. Your Agents here say that the freight would be 45/- for Kerosene and 35/- for other cargo, and I trust that you will make it all right so that I get no blame from Salvesen." The P&N rates are really 45/- and 30/-, less our rebate of 20%, making 36/- and 24/-, and when I arranged the cargo I assumed that 30/- and 20/- would be fair, for we cannot be expected to fill our warehouses with three or four months' supply unless we have some

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advantage corresponding to the trouble. If, therefore, we had shipped this and Captain Saanum found he was getting 3⁶/₁₀/- and 20/- instead of 45/- and 35/- he would have concluded that we were robbing the Columbus,- for to have explained fully would entail our disclosing the fact that we have a secret rebate from the P.S.N.C. I therefore cabled to Maclean & Stapledon not to ship. As Captain Saanum may go direct to New Island to bunker I have sent a letter there telling him at what ports to call for wool to bring to Stanley.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per Duendes, June 22nd 1912)

- Despatch No. 420
- Store Indents No. 453
- Remarks on Stores
- Specification and Bills of Lading per Duendes.

ORIGINALS.

1. Copy of Stanley Journal for May
2. " Cash Book "
3. Cash Voucher - West Store.
4. Store Indents No. 454
5. Remarks on Stores and replies
6. Coasting Insurances
7. Bonus (1911) - Stanley and Camp lists with draft circular
8. Copy of Samson's loading list
9. Engineer's report on Priestman Oil Engine
10. Mr Weiss's report re killing cattle at Goose Green
11. Copies of letters from Mr Weiss, June 27th and 29th.
12. Copy of corres. with Messrs Chr. Salvesen & Company
13. " Colonial Secretary re Wireless installation.
14. Memorandum on "Notes on Canning".
15. Shipping Report.
16. Particulars of J.G. Kelway's service.
17. Remarks on Accounts and replies to remarks
18. Statement on Accounts

Specifications:-	Wool.	Skins.	Tallow.
19. F I C			212
20. H G C	102	17	
21. S I	1	4	

"OROPESA"

AUGUST 5th

12

422

Sir,

I wrote last per ORISSA which left on July 9th, and received per ORAVIA on July 25th your despatches 1106/7 and telegram of July 19th.

2. 422-2. We will in future keep only one Furniture account here; shall we send you a detailed valuation of the Stanley Office furniture? I take the opportunity of reporting that during the interval between the last homeward mail and the arrival of the Oravia I have had some alterations made in the outer office, making the room on the other side of the entrance more accessible. As Mr Girling's son will be coming out later it was necessary to have extra room, but irrespective of this we were certainly cramped, and the offices required a thorough renovation.

3. Par. 3. In fixing the charge per day for the services of the Samson when salving the Lafonia it seemed equitable to take into consideration the fact that she had very little steaming. From Stanley to Port Harriet is only two hours run, and during the whole of the 12 days for which £18 per day has been charged she was not actually steaming more than 48 hours. The coal consumption was some 12 to 15 tons. As regards the lost anchor and chain, - I mentioned both in my despatch, but could not give all the dimensions of the chain until the schooner returned to Stanley; on her return a special indent was sent for chain, giving the particulars.

F.E. Cobb Esq.

Managing Director.

London.

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but it did not seem necessary to specify anchor again as this had already been mentioned in the despatch. A memorandum is sent herewith explaining exactly what is required.

4. Par. 4. The figures given in your return of Store sales for 1909 are perfectly correct, and I am quite unable to account for the mistake made here in 1910, in the despatch on accounts. You will remember that it was a great rush at the finish, and the mistake must have occurred in getting out the figures from the Debtors of Store account in the Ledger.

5. Par. 5. They have now in Punta Arenas three classes of posts, (1) the Poste del Monte, or ordinary Sandy Point post in its natural shape, formerly sold at 1/- but not procurable now for less than 1/6. These are inferior and I recollect Mr Blake saying sometime ago that they were not worth the labour of digging holes for. (ii) Cypress posts: these are harder, longer and stouter than (i), and are also trimmed. Mr Allan, when in Punta Arenas, took the opportunity of purchasing 500 @ 3/- each nett, delivered at Darwin as the Lovart was bound there for sheep. (iii) The Luma post; it is this class of post that we purchased from Eraun & Blanchard per Araucania. These grow in the South of Chile, somewhere near Chiloe Island, in swamps, - the wood is very hard indeed resembling Nandubay, and the posts will last here for many years. I am told that on the Coast, especially up North, the saltpetre in the ground destroys them, but we have nothing of that sort in the Falklands. They are not very large, and not a good shape, but their durability more than balances this, - the price to us is 3/- less 10%.

6. Par. 6. The wireless installation is now completed, but the operators who were expected by last mail did not arrive, much to the Governor's disgust. As soon

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as they arrive the Marconi Engineer, who is receiving £45 per month from this Government, will be able to leave. I believe that all passenger steamers calling at Monte Video have to carry a wireless apparatus, and it is quite likely that your suggestion is the right one, namely that the reason for the action of the Uruguayan Government is that they intend to retain the monopoly for themselves.

7. Par. 8. When I sent the telegram asking for a further credit for the "Nuuanu" I certainly thought that the extra £750 would cover everything. A statement of the estimated disbursements, upon which this telegram was founded, was sent to you per H.M.S. Glasgow on March 7th. The following table gives details of the estimated and actual amounts:-

	Estimated	Actual
Wages	800	922
Materials	600	868
Provisions	100	60
Butchery	30	33
Blacksmiths' Labour & Mat.	400	580
Shop & boat hire, & appliances	100	110
Towage	40	70
Telegrams, postages etc.	15	4
Water	15	20
Cash	300	444
Contingencies	100	-
Commission	<u>125</u>	<u>165</u>
	2625	3276
	=====	=====

It will be seen from the above that wages and especially materials were much more than we thought, - at the finish the Captain's local bills for provisions were far higher than he estimated, and it was necessary to pay off some of the crew who had been giving trouble. When we have had to cable

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before for an increased credit you have replied "We have increased ---", but in this case your word was "Credit is all in order". Some time elapsed before it was evident that the extra \$750 would not be enough, and I had a talk with the Captain about it. He had received letters from the Owners from which it was quite evident that they anticipated having to pay much more than the original estimate of £2000, and were quite prepared to meet the extra. This confirmed the interpretation I put upon your telegram namely, that the ship's credit was quite good, and it did seem to be necessary to cable for a still further amount. When drawing the drafts we followed your general instructions not to draw any one bill for more than £2000; hence the two bills, for £2000 and £1276:14:0. In any future similar case we shall know exactly how to act.

8. Par. 9. Your instructions as to the charge of 5% commission on amounts collected against General Average of the Oravia have been carried out in our statement of account with the P.S.N.Co. by this mail, - a copy of correspondence with them is enclosed.

9. Par. 12. A copy of correspondence with Mr Pitaluga as to his missing bale is enclosed; I hoped that he would have been to Stanley before this as the question cannot be cleared up until I have seen him. He did not dispute the amount credited in his account last year.

10. Par. 17. You will have learned from my 419,17 that the Duendes could not arrive here in time to catch the sales of July 2nd. Copies of letters to the P.S.N.Co. Valparaiso, as to space for produce in a cargo steamer to catch the September sales are sent herewith. It has been almost impossible to estimate this with any approach to accuracy on account of the uncertainty of the Columbus; I had thought that we might rely upon one load from her, but this seems scarcely possible, and we are pushing the Lafonia

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to get enough cargo to fill the space asked for. At this time of the year it does not pay to send schooners on long trips and I have kept her occupied on near ports; when your telegram arrived instructing us to ship meat as promptly as possible she was at Goose Green, having taken out to Darwin a full load of coal, material and stores. Before leaving here Mr Allan told me that you did not wish to have the meat home before the cold weather; in view of this and the risk of damage to the heavy casks of tallow in the Columbus I had told Rowlands to load tallow, - I learned by telephone that she had just taken one scow load of casks, and instructed them to fill up with cases of mutton. She has now brought in a second load of mutton, and I have every hope that she will be back with the balance before the Magellan arrives. Rowlands has made excellent trips, and I think it well that these cases have been brought in by schooner for they require careful handling, and this takes more time than the Columbus could afford. We can discharge a cargo of wool from the Lafonia in two hours, but to discharge a cargo of cases of mutton takes a full working day.

11. Same par. The repairs to the Gwendolin are now complete, and the account amounting to £154:5:10 is sent herewith. You might like to draw the attention of the Underwriters to the fact that in replacing the gratings and bulwarks we used red pine instead of teak, thus reducing the cost materially. Teak is really too good to put into an old vessel for that particular purpose.

12. Par. 18. A copy of this paragraph, dealing with Farm and Canning matters will be sent to Darwin for record. I doubt if there will be much demand for mutton and other produce locally, but will retain say half a dozen cases here; I propose to send 4 cases of tongues to Vorwerk by the next outward mail so that the results may be compared with the sale in England. I have asked Mr Moir to send in a correct record of McCall's services as shewn in the Darwin books, and will enclose it.

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13. Par. 19. Mr Binnie has been informed that the Company are not willing to advance him £250 on Mortgage. I did not recommend this as I was under the impression that the Board do not care for this kind of business. Mr Binnie's application was the first intimation I had that the house was for sale.

14. Par. 20. We can now proceed with the distribution of the Bonus for 1911 to the Stanley employees, but will await the receipt of the printed Circulars for the Camp hands. The limit of 180 working days (or 30 weeks) is quite just and will cover most of the cases as to which there was a doubt, - this should of course be practically continuous service. The cases of those who have left the service can be dealt with separately on the receipt of your definite instructions; it is quite likely that the Directors may decide to treat such cases on their individual merits rather than proceed on a hard and fast rule, - I have in mind the case of Kelway, who proposes to return and open a Store on his own account, and Baseley who is now a salaried Government Official. Many ex-Camp employees have gone to other Colonies, and may never be heard of again.

15. Par. 21. I think there is little doubt that the Secretary of State has sent out some stringent instructions as to expenditure generally. The Governor has abandoned the idea of proceeding with the Sea Lion Island light this year, has informed the Council that the C.O. will not sanction any further grant towards the Hospital, and their staff of workmen has of late been considerably reduced. I may mention here that there is an apparent inconsistency in what I wrote in 418/17, as to insufficiency of labour, and 419/2. At the end of May the Government discharged some of their men, and several others were given notice to leave at the end of June, and just about that time a good number of men employed temporarily at the San Carlos Cannery works came to Stanley; therefore within a short space of time the amount available became quite plentiful.

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16. Par. 22. We are very glad to hear that a sailer has been chartered to bring house coal. They will be able to store 150 tons at Darwin allright. I had not overlooked the question of Smithy coal, and McNicol estimated that he had enough to last for twelve months, but we sell a little to Government, and have to supply Darwin occasionally, so that it would be well, as you suggest, to send say 50 tons to be on the safe side, provided there is time to ship it.

17. 1107-1. Captain Saanum wrote last mail, under date July 19th, "The starboard boiler is finished, but when we commenced to cut out in the port it was worse than the starboard, so I do not think I shall be ready to leave before the end of the month". On receipt of this I thought it as well to cable suggesting that he should proceed direct to New Island to enter and bunker, bringing wool to Stanley, and have sent a letter to New Island telling him at what ports to load produce. You will see from Messrs Chr. Salvesen & Co's letter herewith that they have asked me upon whose advice he proceeded to ~~New Island~~ Monte Video, - their own telegrams, which are sent you in original, instructed him to go there, adding that Messrs Wilson, Sons & Co, Ltd. were their Agents.

The usual draft of the Punta Arenas steamers is 10 or 11 feet, - Mr Allan had both the Araucania and Lovart at Darwin, and will probably have told you that the bow of the former was shoved right alongside the Darwin jetty. As regards shipping sheep across from the West to Brenton Loch I think that first a jetty at the latter place is essential. I doubt very much if we could get a Sandy Point steamer to come across at a reasonable price to do this work, for at that time of the year they have more than enough to do collecting wool. West Falkland farmers would sell on condition that we took the sheep on a certain date, and the Sandy Point steamer would, under present conditions, have to ship the sheep at each station and bring

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them round. The running of these steamers is erratic, and although we may by that time have wireless communication with Punta Arenas, the steamer might leave from some port up the Coast. The Columbus is really not fitted for carrying live sheep in sufficient numbers to pay for the time that would be occupied, except at a price that would leave but little margin for profit. Doubtless you will have discussed this question with Mr Allan in all its bearings.

The following passage in Messrs Salvesen's letter relating to this places me in an awkward position:- "We do not think it would be either to your or our interests to let the Punta Arenas steamers get even the thin end of the wedge into insular Falkland traffic, as they might push in further". I should like to answer that if they would put on a steamer more suitable for this work there would be no question of competition from Punta Arenas. Do you not think it would be better that all correspondence with Messrs Salvesen should go through you? The present practice of direct correspondence with Stanley leads to an unnecessary duplication at times, and might betray me into an indiscretion if, as in the present instance, Messrs Salvesen write to me deprecating some step of which the Directors are in favour.

18. Par. 3. I wrote to the Governor telling him that Messrs Salvesen had definitely decided not to erect the slip and had offered us the material, but we feared that the high initial cost would preclude the possibility of any profit as a commercial venture. The Directors had, however, received offers for material for a slip capable of taking the Columbus at a much lower figure, and that it was probable that they would accept this. A copy of his reply is enclosed, and you will see that he corroborates what I wrote in 417/4 as to the whaling companies erecting a slip of their own. In replying to that paragraph you made no allusion to my suggestion as to your ascertaining the intentions of the leading Companies

425 per OFOPISA (5.8.18)

9

and I venture to draw your attention to it again, so that they may be informed if you decide to proceed with the project.

19. In 413/8 I referred to the probability of our having to ask for a new steam windlass for the Samson, but am glad to report that we may be able to avert this expenditure. There had been an old steam windlass in the West yard ever since I have been in Stanley, - I shewed this to Cookman in case it might have been of use in the construction of the Canning works, and have only just lately ascertained its history. It appears that 28 years ago a vessel called the "Duke of Argyll" came here for repairs, and the Owners sent out a special representative with a boiler and steam winch to set up new rigging. At the conclusion of the repairs Messrs J.M. Dean & Sons bought the boiler and winch, and used them on the Tilton for discharging cargo for some time. The winch came into our possession when we took over Dean's business. By shortening the driving shafts, stays, etc. and by utilising the existing barrel of the Samson's windlass (shortened) we hope to be able to build up a new one which will last the Samson's time. McNicoll is quite equal to the occasion for his part of the work, and Mills will make an excellent job of the fitting. We are putting in the new intermediate stop valve; we have to report adversely on the workmanship of this, but the defects have, of course, been remedied in the shop.

20. We are frequently asked to remit money to Sandy Point and have done this through Messrs Braun & Blanchard, but this firm charged a commission in one case, to which we demurred. They now write suggesting that our account current should be subject to reciprocal interest at 6% per annum, but before agreeing to this I should like to have your instructions. You may recollect that when I was in England in 1908 I saw Mr. Geddes, the Sub-Manager in the Head Office of the Anglo-South American Bank in London, with a view to opening an account with the Punta Arenas Branch, but as he mentioned interest at

422 per OROYESA, (5.8.12)

10

12th we came to the conclusion that we would continue with Messrs Braun & Blanchard. It is more than likely that the Bank would now be willing to do business on more moderate terms, and the present would be a favourable time to approach them, as Mr Smith, the Punta Arenas Manager, is now in England. I have asked Messrs Braun & Blanchard to continue on the old lines until I have received your instructions.

21. I have extended the Agreement of Husband, the assistant Blacksmith, without mentioning any definite period, at the old rate of salary, subject to two months' notice on either side. The period of notice has been shortened purposely, - six months is too long a moratorium, and with McNicoll as foreman we can run the risk of being without an assistant for a month.

22. Late in the afternoon of July 22 a ship's lifeboat was sighted at the Lighthouse, and proved to contain 11 persons the survivors of the crew of the British Ship Criccieth Castle with guano from Peru for Antwerp. The Master, Captain Thomas, reported that in Latitude 54 S. 61 W. the rudder post gave way, and in the heavy sea worked so violently that the stern post carried away, and the ship was filled with water. They abandoned the vessel on July 15th, 17 persons in the lifeboat and 7 in another large boat. The 17 comprised the Captain, wife and child, 2nd Mate and 13 sailors, the second boat carrying the Mate and 6 other sailors. During the eight days between the abandonment of the ship and arrival here 6 died in the boat, and the remainder were in a terrible condition. One of the steam whalers started next morning to search for the missing boat, but returned on the 26th without having found any trace. The weather during the time she was out was so bad that no boat could have lived, and there is little doubt that the second boat's crew are drowned. Since being admitted to the Victoria Cottage Home the 2nd Mate has died, but the rest are recovering, though it is possible that one or two will

422 per Orissa (5.3.12)

11.

lose toes through frostbite. If the Captain requires an advance for his expenses back to England, I gather that I may advance him enough for this, vide your despatch No. 894/A. I have informed him that the crew must be paid by drafts on the owners.

23. Overseers' reports are sent as usual direct to Mr Allan. Since these were written we have another heavy fall of snow.

I am,

Sir,

Your obedient servant,

24. A Statement shewing the approximate quantities of produce which we estimate will be outstanding for collection after the shipment per "Magellan" is enclosed herewith. In view of the large total amount and the fact that the Columbus is not yet back from the River Plate it would appear desirable to keep the Lafonia running for some time yet.

432 Per Orissa (5.8.12)

ENCLOSURES

DUPLICATES. (Originals per Orissa, 9th July 1912)

Despatch No 421
 Copy of Stanley Journal for May
 " Cash Book "
 Store Indents No 454
 Remarks on Stores and Replies to Remarks
 Coasting Insurances
 Remarks on Accounts and replies
 Statement on Accounts
 Copy of letter to F.E. Cobb Esq.

ORIGINALS

1. Copy of Stanley Cash Book for June
2. " Journal "
3. Cash Voucher - West Store.
4. Store Indents No 455
5. Remarks on Stores and replies to remarks
6. Store Indent for Dean & Anson
7. Stanley Ledger Balances- June 30th
8. Store Balances, June 30th
9. Butchery Balances, June 30th
10. Stanley Wages Return, June 30th
11. Camp Wages Return, June 30th
12. Schoner "Gwendolin" Repairs Account, with copy.
13. Remarks upon Store Debtors, June 30th
14. Coasting Insurances
15. Memorandum re Lafoni's Anchor and Chain (with copy)
16. Copy of corres. with Chr. Salvesen & Co
17. " P.S.N.C., Valparaiso
18. " do. Liverpool
19. Copy of letter to Governor re "Columbus" Itinerary.
20. " from Col. Secretary re Wireless telegraph Regulations

400 per Oris (1.2.12)

ENCLOSURES (Continued)

26. Copy of letter from Governor re Slip
27. " " to Lloyd's
28. Copy of corres. with Mr Pitaluga re Wool
29. Particulars of Weiss's expenses
30. Particulars of A. McCall's services
31. List of contents of Parcel per Parcels Post
32. Summary of Weights G.G. Tallow
33. Original cablegram message re "Columbus"
34. Copy of telegram received, July 25th
35. Shipping Report
36. Remarks on Accounts and replies
37. Statement on Accounts
38. Copy of Accounts Current:-Holmsted & Blake Ltd

J.L.W. Aldron Ltd

Dean & Company

Pebble Island Account.

*} with press copy
of each*

S S MAGELLAN

August 16th

18

485

Sir,

I wrote last per *Coopano*, which left on the 6th instant.

The *Magellan* arrived at midday on the 14th inst. and will take all the produce we have; on that date the *Lafonia* was loading the balance of the sundry products at Goose Green, and we hoped would have been able to leave the same night, but there was not a breath of wind. The calm continued all next day, and as it seemed important that you should have all the mutton, tongues and extract now instead of waiting for the next cargo steamer, about the middle of October, I sent the *Samson* away at six o'clock this morning to tow the schooner in. I asked Capt. Martorell, of the *Magellan*, to wait as it was very important that the shipment should not be broken, and he agreed to do so although we finished the cargo in the hulk at 5 p.m. today. The *Samson* returned with the *Lafonia* at 7 o'clock this evening, - there has been scarcely any wind today and she had to tow her from abreast of Maze Harbour.

I am disappointed in not having received a load of wool from Spring Point by the *Antartica*, as we are consequently short of the cargo for which space was asked.

In discharging the *Lafonia* the contents of one case of

F. E. Cobb Esq.

Managing Director

London.

... the side broke away and the tins rolled into the harbour between the schooner and the bulk.

3. Capt. Marborell will receive at Las Palmas definite instructions as to whether he is to proceed direct to London or not. We have made out Bills of Lading for London as usual. Freight on the meat has been entered at 35/- though on your statement of "P.S.N.C. Homeward Freights" the rate is given as "35/- to Liverpool 40/- through to London", as per copy enclosed. If the latter is the correct rate you will no doubt arrange the same with the P.S.N.C.

4. I mentioned last mail that we were fitting the new Stop Valve to the Samson and making up a new windlass; by pushing this work on we have been able to complete it just in time to send here away this morning. The new steam windlass is quite a success and I think great credit is due to Mills for this work.

5. I am telegraphing to you via Montevideo :-

LEBASAMADE ALL GOOSEGREEN PRODUCTS.

I am,

Sir,

Your obedient servant,

Despatch No 424 per Magellan. 18.8.1914.

ENCLOSURES.

COPIES. (Originals per Crovesa, August 6th. 1914.)

Despatch No 424

Copy of Stanley Cash Book for June

Copy of Stanley Journal for June

Store Invents No 454

Remarks on Stores and Replies to Remarks

Stanley Ledger Balances to June 30th

Store Balance to June 30th

Machinery Balances to June 30th

Stanley Wages Return to June 30th

Remarks on Store Debtors

Schooner Gwendolin's repairs account

Coasting Insurances

Mancuquina re Lafonia's Anchor and chain

Remarks upon Accounts and Replies to Remarks

Statement upon Accounts

Letter to Managing Director, - August 6th

ORIGINALS.

Statement upon Accounts

Specifications:- Wool Sheepskins Fellow

-K- 9 5

J.H.D. 33

S 90 3 5

McG 10

H 21

Specification and Bills of Lading - shipment per Magellan

R.M.S. CRAVIA

September 2nd. 18.

424

Sir,

I wrote last per Magellan which left on the 17th ultimo, and received per Orcoma, on August 20th, your despatch No. 1103.

5. Par. 2. The schooner Antartica had very bad weather for the trip to Weddell and Spring Point; she returned on August 22nd with a full load. The Columbus arrived here on the 19th ultimo, having entered at New Island. Captain Saanum hurried to Stanley in order to have the steamer in readiness to take out the West Falkland mail, and did not collect any produce on the way in. The Engineers on board had three days' work on the boilers and machinery, - she has taken out the mail and will collect the Chartres produce as the tides are favourable. Mrs Dean is anxious to get back to Stanley, and may proceed by this mail to Buenos Aires. I am keeping the Lafonia in commission for a while longer, until it is quite certain that the arrears of work will be overtaken.

6. Par. 6. It is evident that the interview you had with the Secretary of State for the Colonies has had a good effect, for there are signs that the Governor is retrenching where possible. There is no doubt that the Colonial Office is alive to the fact that expenditure has very largely increased; in his despatch recommending the raising of the Governor's salary to £1500 the Secretary of State said that he could not lose sight of the fact that there was no guarantee that the whaling industry would be permanent, and that it might be necessary to

F. E. Cobb Esq.

Managing Director.

London.

2

reconsider the salary on the appointment of the next Governor.

4. Par. 10. I had not, of course, heard that the wool sales fixed for July had been postponed. I am glad, on the whole, that no complaint as to cargo being left behind was made to the P.S.N. Co., for from what Captain Martorell of the Magellan, told me it is evident that Mr Pearson has done everything possible to meet us, - he kept the Magellan back for two or three days in Valparaiso waiting to hear what space we required. You will realise from what I have said in previous despatches that the uncertainty about the Columbus prevented my being able to estimate what cargo we could reasonably expect to have ready. In view of this information from Captain Martorell I thought it only fair, in my letter of August 19th to Valparaiso, to express our appreciation of the way they had met us.

5. par. 11. Morris has refunded the four-fifths of cost of his outward passage.

6. Par. 13. Messrs Braun & Blanchard would, as you be the most formidable competitors that we would have to meet, and I trust that they will decide to keep within their own sphere. What you write about their not being able to make a success of a steam service round the coast unless they could secure the whole of the produce is quite correct as far as it goes, but it cuts both ways. By cutting into this work and collecting a part of the produce they can make it a failure for others. They might easily put on one of their numerous steamers for a few months, running stores taking wool to Punta Arenas, where they could ship it more cheaply than we can from Stanley, and this would probably pay well. It is on this account that I have felt very keenly the inefficiency of the Columbus.

We seem to be doing more retail trade in Stanley of late, that is to say we have more customers going into the

424 per Cravia, (2.9.12.)

3

and I know that many customers come to us who formerly dealt with Williams. I cannot, however, say that the total sales are higher, but this is probably accounted for by the numerous direct personal importations. It will be wise to foster the Stanley trade by making the prices as reasonable as possible, for if Williams renews his negotiations, and has to admit that his trade has fallen off, it may have the effect of deterring Messrs Braun & Blanchard from coming here.

Owing to the enforcement of Navigation laws on the Argentine coast the Punta Arenas steamers flying the Chilean flag are now debarred from inter-coastal trade. We have heard from more than one source that Messrs Braun & Blanchard are consequently getting three extra steamers, which will presumably fly the Argentine flag, to trade along the coast from Buenos Aires or Port Madryn down to Tierra del Fuego. Whether they will call at Punta Arenas or not we do not know, but there are rumours that they will put in here. It is difficult to see what they would gain by so doing, but they may contemplate trying it experimentally.

7. Par. 14. I note that the Board would approve of the audit of the Cash Book by the Colonial Secretary or the Colonial Treasurer if this can be arranged, and later will approach Mr Best on the subject.

8. Par. 15. Details of the draft for £4345 in favour of H. Fredriksen, are sent herewith; all the contributors, other than our own clients, paid cash or gave Savings Bank vouchers in advance. They are rather perturbed at a letter from Mr. Fredriksen stating that the proposed Company could not be ready to start operations before 1914, and suggesting that some might like to devote their money towards the extension of the capital of the Rethval Company instead.

9. Par. 17. Mills has asked me to convey his appreciation for the gratuity which the Board has sanctioned for him.

484 per Oravia (2.9.12.)

4.

extra work at Godse Green,- this has been fixed at £20.

10. Per. 19. Mills went to North Arm at the request of Mr. Allan to inspect the boiler and engine, and his description to me with regard to the plant was that there appeared to be "a general air of dilapidation". A copy of his detailed report to Mr. Allan was sent to you. He found the boiler absolutely unfit for use and dangerous the engine will not stand the pressure that the new boiler will probably have, for it has deteriorated badly, cylinder walls being worn and the steam chests and valve faces badly so. He is of opinion that it would be economy in the long run to have a new engine as well as a new boiler, and thinks that a suitable engine and boiler should be procurable for, say, £80. The cost of the whole outfit for Darwin, namely engine, boiler, feed pump, hydraulic pumps, with all necessary mountings, countershafts, belting, gauges, piping and spare gear supplied in September 1909 cost £130 in London. Although Mills was asked to inspect only the engine and boiler, he says he could not help seeing the condition of the rest of the plant. Seeing that you sent him to Huddersfield before coming out, and thus gave him an opportunity of seeing pressing plant of the most modern type in actual work, we may perhaps be permitted to say that he considers that Mills's presses are a far better type,- namely stronger and workable with considerably less labour. The only drawback that he can see is that these would be more expensive to set up, as a pit for working in is necessary, and this might entail some excavation and perhaps alterations in the internal fittings of the woolshed. I mentioned to you sometime back that Messrs. Packe Bros. & Co. bought a press from Mills for Port Howard, and were so satisfied with it that they got a second one for Dunnose Head. Mr. Maurice Buckworth told me it was

424 per Orville (8.9.18)

5

by far the best type of plant he has ever worked with.

What Mills really thinks is that the plant at North Arm will, before long, require to be renewed right through, and that it would be cheaper in the long run to tackle it as a whole rather than piecemeal. Of course the Canning plant has cost a very large sum, and the Directors naturally wish to keep capital expenditure as low as possible, but after all wool is our staple industry, and it would seem to be a pity that there should be any risk of a breakdown in that department.

11. Par. 20. Before leaving for the Coast the Master of the *Antartica* informed me that he will be returning here later with horses for San Carlos, and offered to bring across the piles for the jetty at Goose Green and land them there for £35. This is less than it would cost to get them by the mail steamer, land in Stanley and reship by the *Columbus*, and I will therefore write by next mail to Stubenrauch & Co. to send them over.

12. Par. 22. The Royal Insurance Company wrote direct on the question of extra insurance on buildings in which a cinematograph show is given, - copy enclosed. Father Migone has, I fear, let himself in for more than he suspected. Relying upon the Governor's encouragement and promises of support he has gone to a lot of expense getting out all apparatus, including those necessary for safety, but the Governor now hesitates to grant the necessary licence. I do not blame him for this reluctance, but he has done himself serious injury by promising support in the first instance. Father Migone came to ask if we would assist him by advancing money to get out a light producing machine, consisting of a small dynamo and motor combined, and I informed him that the Company's view was that Stanley was quite unsuitable for such exhibitions owing to the danger of fire. The copy of the Home Office regulations which you sent out has been lent to the Government.

424 per Oravia, (2.9.19.)

6

13. Par. 23. It is very satisfactory that so little of our cargo was short shipped by the Orcoma on account of the strikes.

14. Mr. Pitaluga called on me here and assured me that he shipped 184 bales of wool last year in the Columbus. I am writing to the P.S.N.C. informing them of this.

15. On going on board the Magellan with the Bills of Lading for signature Captain Martorell was surprised to find that we had received no advice that rates of freight had been increased all round, and shewed Mr. Girling a copy of a letter from Messrs. Stubenrauch & Co. to ourselves communicating a telegram from the P.S.N.C. to the effect that freight on wool and sheepskins was to be 60/- per ton weight or 30/- measurement, - freight on all other classes of cargo increased 5/-. The original of this letter has not yet reached us, but may come by the Oravia.

Under these circumstances the only course open was for the Purser to sign the Bill of Ladings at the old rates as we had made them out, we giving an indemnity that the same were subject to alteration in accordance with the telegram from the P.S.N.Co. to the Captain of the Magellan. This note of indemnity is sent to you herewith. It is hardly likely that the P.S.N.Co. will have made any alterations without first apprising you of the same.

16. With reference to your 1107/3 and the correspondence with Messrs Griffiths, Beddoes & Bray, I now enclose a drawing by Mills giving the depths of the Harbour out to 400 feet; this has been taken just opposite the Carpenters' shop, and the position is a comparatively sheltered one. In drawing up this plan Mills has adopted different scales for the length and depth in order to make the plan more easily readable. The gradient of the bottom therefore looks much steeper on the plan than it really is. The bottom is low

484 per Orvis (19.12)

7

stones, the under-water part being chiefly mud that has silted up to probably a considerable depth. Seeing that it is proposed to use mild steel rails for the material, it may be well for me to again mention that the water in Stanley Harbour seems to have a somewhat severe action on steel, - you will recollect that I wrote about this when reporting that the plates of the Plym had to be renewed, and our local opinion has been confirmed by hearing that Captain Saarnum has written to Messrs Salvesen & Co. on the subject, stating that he observes that these waters are very bad for steel vessels.

The dimensions of the Columbus are: - Length, 135 feet; beam 28 feet; light draught 11'6" aft and 9'6" forward. Her weight when empty is 489 tons. According to Captain Saarnum the vessel is not safe without the ballast tanks and one boiler full; this would bring her weight up to 800 tons, and would probably increase her draught by 18 inches. With a suitable cradle, however, it should be possible to pump the ballast out of the ship before taking her up the ways.

17. The boiler of the Plym was cleaned last April just before Mills returned to Stanley, and he has not had an opportunity until now of having a thorough examination. He has found considerable pitting, and I asked him to make a written report, stating exactly what he found, - copy of this is enclosed. Mills is quite alive to the necessity for carefully watching the Plym, and you will see that he intends to open up the boiler again in a couple of months' time.

I am,

Sir,

Your obedient servant,

COPIES

COPIES. (Originals per "Magellan", 16th August 1911)

Dispatch No 48

Statement on Accounts

Specification and Bills of Lading per "Magellan".

-8-8-8-8-8-8-8-8-

ORIGINALS

1. Stanley Journal for July
2. " " Cash Book "
3. Cash Voucher
4. Store Invents No 485
5. Barwin and North Ara Invents
6. Remarks on Stores
7. Coasting Insurance
8. Engineer's Report on Flyer's Boiler
9. Plan of soundings for Slipway.
10. Letter from Captain Martorelli ("Magellan") re homeward freights
11. Extract from letter from Overseer at North Ara.
12. Copy of letter from Royal Insurance Co. Ltd re Cinematographs
13. " " to Messrs Chr. Selvesen & Co.
14. " " to P.S.N.C., Valparaiso
15. " " to Messrs E. Pinto Basto & Co.
16. Shipping Report
17. Remarks on Accounts
18. Statement on Accounts.
19. Letter from F.E. Cobb Esq.

ORCOMA

25th September

E

425

Sir,

I beg to acknowledge the receipt on the 13th September per Orissa of your despatch 1109 and telegram "BLEIROLLE CAROYTHE."

2. Par.3. The Bonus for 1911 has now been distributed in accordance with your instructions, and a complete list will be sent. I have been requested by all the recipients to convey their warm appreciation.

3. Par.4. Our stock of house coal ought to just about hold out until the Frigga arrives; we are very glad to learn from your telegram that you have succeeded in chartering for steam coal, but trust that they will not arrive together.

4. Par.7. I had heard from Benney that the Malvina sometimes stands upright in Reef Channel and it was on this information that I ventured to ask the Directors to sanction the attempt to retrieve her. Captain Thomas salvaged the bales of sheepskins from her with the Samson and assures me that there will be no risk to the tug. There will be a full moon about 10 days after the arrival of the next outward mail, and I hope there will be nothing to prevent her going out then. Should Captain Thomas be successful with ^{the} Malvina I should much like to get the Hornet as well, for we know that she is very strong and would do good service in spite of her age.

5. Par.3. Kelway has certainly arrived at the stage when it

F.E. Cobb Esq.,

Managing Director,

London.

425 par Oream (25.9.12)

2.

is better to pension him rather than to pay full wages, for he is no longer fit to do the principal work required of the Engineer's men, namely to drive or stoke. Your recollection that he entered the Company's service as a boy in 1875 is quite correct, but Kelway cannot recollect precisely at what time of the year he first came on and says that for some time he was not constantly employed. He states that he received first 15/- per week, raised to 18/- and afterwards to 24/-. We have searched for wages lists for 1875, 6 and 7, but cannot trace them, for they cannot have been filed regularly with the cash vouchers in those years. We find wages sheets for only one month in each of those years and Kelway's name does not appear on either. In 1878 onwards the wages sheets are all with the cash vouchers, and show that he received 6/- per day in 1878 and on to September 1881. From that date to July 1882, when he was put on the regular staff, he was paid 8d per hour.

6. Par. 10. It is good news that there is a prospect of our being able to run the Priestman Oil Engine and we hope that the sundries that are required will arrive next mail.

7. Par. 13. We will take care that the PSNC return tickets are altered in accordance with the new regulations in future, but they change these so frequently that it is becoming rather bewildering. The PSNC have not written anything about the discount off McCall's ticket. In October 1900 they agreed to 15% off 1st and 10% off second class passages, but I was under the impression that they eventually allowed us the same rebate as the Government, namely, 15% off single and 10% off return fares, irrespective of class. We have always taken that discount off tickets issued here, even third class, and they have never once questioned it.

8. Par. 16. Your correspondence with the PSNC explains the demand made by the Captain of the Magellan for higher rates

425 Per Guinea (28.9.12)

3.

on the Bills of Lading for produce shipped in that steamer, and it is very satisfactory that you have secured from the PSNC the promise that this year's produce will be carried at the old rates. There would indeed have been an outcry if the farmers whose produce has been waiting for shipment all this time had been subjected to the higher rate. It is even possible that we might have felt morally bound to bear a part of it ourselves.

I have to thank you for going so fully into the question of the general increase of rates; although on the face of it it looks rather serious, I feel that on looking more closely into the matter and going into figures, it is by means so bad as it appears, and think there will not be much difficulty in pacifying the sheepfarmers. Very fortunately, the prices for all produce are good, and on that account the sooner that we announce to them the necessity for raising freights the better. The great merit of the new scale is that for the first time we are put on the same footing as Punta Arenas. - I enclose tariffs for homeward cargo issued by the West Coast Manager, which shew that the statement to that effect in Mr Alcock's letter of August 9th is quite correct. You will doubtless be working out statistics shewing exactly how all the different parties will be affected, and the result will be very interesting; we have not the figures here to enable us to ascertain the exact results, but the reduction of the measurement rate from 22/- to 20/- should go far towards neutralising the other increases. Until you have those figures before you it is not possible to decide the terms which can be offered to the farmers; it seems to me from what I am able to judge here that we must inevitably raise the weight rate to $\frac{1}{2}$ d, but that we can leave the measurement rate of 42/- and 5% as it stands, and think that this is a more equitable proportion than the old one. Under the old rates 1 ton of wool had to be pressed into 100

425 per Ounce (25.9.18)

4.

cubic feet to secure the weight rate, but the farmer will in future have 120 cubic feet and would not be penalised so heavily if he does not succeed. Assuming that the through rates were fixed at $\frac{5}{8}$ d weight and 42/- and 5% measurement the distribution of the freight under the old and new rates would be as follows:-

<u>OLD RATE</u>	Through Freight.	P.S.N.C.	Coaster and Shipping.
2240 lbs @ $\frac{9}{16}$ d .	5. 5. 0	2.12. 6	2.12. 6
100 cubic ft. @ 42/- & 5%	5.10. 3	2.15. 0	2.15. 3
<u>NEW RATE</u>			
2240 lbs @ $\frac{5}{8}$ d	5.16. 3	3. 0. 0	2.16. 3
100 cubic ft. @ 42/- & 5%	5.10. 3	2.10. 0	3. 0. 3

to which I will add the following figures to illustrate my remarks later

120 cubic ft. @ 42/- & 5%	6.12. 4	3. 0. 0	3.12. 4
106 " @ " "	5.16.11	2.13. 0	3. 3.11

Looking at the above as collectors and shippers of wool, it is better for us that shippers should come under the measurement rate, and if they do not take the trouble to press tightly we stand to gain more under the new rates than the old. We must therefore raise the weight rate in order to secure an adequate return to the coaster and for shipping. At $\frac{5}{8}$ d this would be $\frac{4}{8}$ more per ton.

But from our point of view as wool growers there are several considerations. Hitherto, we have squeezed one ton of wool into 100 cubic feet and have paid freight £5. 5. 0, but at $\frac{5}{8}$ d we shall have to pay £5.16. 3, which is therefore the lowest sum that we can get a ton weight of wool to London. But for this same sum (or £5.16.11, to be strictly accurate) we shall at 42/- and 5% be able to send 106 cubic feet home, and the question to be considered is whether it is worth while to strain our presses to the extent we have. Roughly speaking, it would seem that

425 per Oreams (25.9.12)

5.

Mr Allan could afford to have his bales from $1\frac{1}{2}$ to 2 feet larger for the same quantity of wool, but of course I cannot say for certain if my argument is right as we have no information as to the cubic content of the farm wool now-a-days, the freight being always calculated on the weight. There is another point in this connection - return freight on wool shipped by measurement is greater than on that shipped by weight and we have a large interest in this return freight. The following table may therefore be of interest

	<u>OLD RATE.</u>	<u>NEW RATE.</u>	
	On 1 ton wool weight at 9/16d.	On 1 ton wool, weight @ $\frac{5}{8}$ d.	On 1 ton wool meast. @ 42/- & 5%
Through freight	5. 5. 0	5.16. 8	5.16.11
Divided as follows between			
P S N O	2.12. 6	3. 0. 0	2.12. 0
Coaster & Shipping	2.12. 6	2.16. 8	3. 3.11

The division of the last item between Shipping, Columbus and ourselves after deducting the preferential 10% for the Columbus will be:-

Shipping, one sixth.	8. 9	9. 5	10. 6
Columbus, $\frac{1}{2}$ plus 10%	1. 4. 1	1. 6. 0	1. 9. 5
F.I. Company	19. 3	1. 1. 3	1. 4. 0

These figures seem to me to indicate that we need not raise the measurement rate at all, that all we need do is to raise the weight rate to $\frac{5}{8}$ d, to which all the farmers originally agreed. I do not anticipate more than perhaps a natural disappointment, but this should, strictly speaking, be coupled with a recognition of our fairness in charging only nine-sixteenths, when we were able to do it at that figure. The smaller farmers would not be affected - the larger ones can no doubt afford it allright. The rise in other rates will not amount to much. An extra 5/- on tallow is not serious; considering the labour involved in handling these heavy casks

475 per Orcoma (25.9.12)

6.

the rate is really low and nothing like as remunerative as wool. Of course the value of the commodity has to be taken into consideration. On the above lines Messrs Salvesen would come off better than at present, and I must say that one must appreciate their insisting that their earnings should not suffer, for they are subjected to precisely the increases in expenses which compel the P.S.N.C. to put up their rates.

9. Par.17. In writing you by last mail after having closed my despatch I mentioned that Mrs Conroy would probably have to give up the charge of the Drapery Store, and that I had made arrangements to let Captain Saanum occupy the house in Dean Street at a rent of £24 per annum. I suggested to you that if Messrs Salvesen were not paying the rent, the Directors might reduce it. I hope that he will be allowed the house rent free, possibly the Company and Messrs Salvesen may agree to divide it between them.

10. Par.18. The appointment of Dr. Waoo as Medical Officer at Darwin is noted. Dr. Foley must of course be got to Stanley in time to catch this mail, and to this I will refer later.

11. Before receiving your despatch I decided to endeavour to get all wool away from here in time to catch the November Sales and the increase in the rates makes it now all the more imperative. Fortunately, the Lafonia was kept running, and with her assistance we ought to get it all away. Her last trip was with a full cargo consisting of goods for Fitzroy, Darwin Harbour, Walker Creek, fencing material to be landed at Island Creek and Low Bay, stores and fencing for North Arm, proceeding to Fox Bay to bring in the balance of Baillon & Stickney's wool. I hoped that she would have done all this in time to make a further trip to Goose Green and Lively Island for the balance of tallow, bringing Dr. Foley and family to Stanley to catch the Orcoma. Unfortunately, the weather has not been favourable, and we are now having the usual equinoctial gales. The Columbus

425 Per Orooms (25.9.12)

7.

has done good work since her return and I think you will agree that it is a good thing to have got in all produce for J.L.Waldron, Cameron and Greenshields. Towards the end of your 1109-16 you mention that we should avoid anything that would give shippers the opportunity of shipping by other vessels, and thus break up the solidity of the present arrangement. I know privately that there has been a good deal of talk amongst the Managers of the above firms about the delay in getting their produce away and that they would much like to employ a Punta Arenas steamer; for that reason I sent the Columbus at once to clear their sheds, and this trip she is collecting the balance of Cameron's meat in order that it may all go in one lot.

12. I received by the Orissa through the Agents at Montevideo a cable message from the West Coast Manager:- "Galicia will call to lift up to 2000 tons measurement, wool, skins, third week in October.". The last time the Galicia called here for homeward produce she was too deep to come inside, so I wrote at once to Valparaiso by the Orissa pointing this out and asking that there might be no question about coming inside this time. It would be a terrible expense and delay to lighter the produce out to Port William under any circumstances, but as the Galicia and the outward mail will arrive about the same time, October 16th, all lighters must be reserved for the latter. All the same, the produce must go, and it may be a case of Mohammed and the mountain - if the Galicia cannot go to the Great Britain the Great Britain must go to the Galicia, but I trust it will not come to that.

13. With reference to my paragraph 11 the Lafonia returned only this week and could not have started before tomorrow at the earliest, she must also call at Lively Island for tallow. The Columbus had so many ports to call at that I could not include Darwin on the homeward journey, and it is by no means certain that she will catch the homeward mail even now. It is

425 Per Goose (25.9.13)

3.

absolutely essential that Dr Foley and family should leave by this steamer and there is no alternative but to send the Samson for them. I am taking the opportunity to go to Goose Green to see Weiss and talk over the Canning matters referred to in your paragraphs, and this will also enable Mills to inspect the boiler. I trust that the Directors will agree that for these reasons the Samson had to be used in the interests of the Company. If I had to go overland it would mean five days' absence, and I cannot spare the time just now. I am therefore closing this despatch at once, and will leave tomorrow, the 26th, returning, I hope, on the 23th.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per Oravia, Sept. 2nd. 1912)

Despatch No. 404
 Copy of Stanley Cash Book for July
 Copy of Stanley Journal for July
 Store Indents Nos. 453
 Remarks upon Stores
 Coasting Insurances
 Engineer's report on Plym's boiler
 Remarks on Accounts
 Statement on Accounts
 Letter to F.E. Cobb Esq.

ORIGINALS.

1. Copy of Stanley Cash book for August
2. Copy of Stanley Journal for ~~July~~ August
3. Cash Voucher, West Store, for August
4. Store Indents, Nos. 457
5. Remarks upon Stores and Replies to Remarks
- 5a. Replies to Remarks on Canning
6. Coasting Insurances for September
7. Manifest of cargo per Columbus, - Voyages 12/15
8. Copy of letter from Mrs. M.A. Smith, - August 29th
9. Copies of letters to P.S.N.C. Valparaiso, - Sept. 17th & 18th.
10. Copy of Proclamation re importation of Live Stock
11. Copies of P.S.N.C. freight tariffs, March 12th & August 10th
12. Shipping Report
- 12a. Copy of letter to E. Pinto Basto & Co. Lisbon.
13. Remarks on Accounts and Replies to Remarks
14. Statement on Accounts
 Letter for W. Stickney Esq.

ORCOMA

30th September

12

426

Sir,

I returned from Goose Green on Saturday, the 28th, and will answer your 1109/15, dealing with Canning matters.

DIGESTERS. We have not had time to look up the invoices, and this does not greatly matter; the old hands on the farm say that one was put up 22 years ago and another 18 years. The drawing sent by Fawcett, Preston & Co. is for Digesters 13 feet deep, but the Digester ordered is 7 feet, the wooden supports therefor need not be quite so heavy. The plan with the information as to size given in the correspondence will enable Weiss to get things in readiness. He hopes to utilise most of the present piping, but before closing the mail I will consult Mills as to whether he thinks that the amount ordered on June 1st. will suffice.

CLARIFYING PANS. It will be better to defer saying anything more until we have received Mr Allen's report, a copy of which will of course be sent for Weiss.

SOLDER. It seems strange that the quotation for the component parts should be greater than for the manufactured article; provided that the solder is up to last year's quality it will be all right.

JACKET PANS FOR TONGUES. Weiss considers that steel pans will do, though the price asked, £22.10. 0, is high as compared with quotations in other makers catalogues. As there will be

F.E. Cobb Esq.,

Managing Director,

London.

426 per Orcoma (30.9.12)

2.

no question as to their being kept clean, it is unnecessary to ask for anything more expensive than steel, and that word has therefore been cabled.

HYDRO EXTRACTOR. Weiss wrote Mr Allan before the latter left for England, as follows:- "I am at a loss to see how scrap can be treated with this machine with the plant we have here. Would you kindly write to Messrs Broadbent asking them for full particulars?" Weiss explained to me that he quite understands what a hydro extractor should do and what percentage of grease it should extract from the scrap, but the question with this particular machine is how the scrap is to be taken out after treatment. He presumed that it would be customary to consult the makers, and ask them for particulars in a matter of this sort, and thought that Mr Allan would be able to do this at home. The whole point about this is that it is not feasible to burn the scrap at all, for it is impossible to keep steam in the boiler with it. In a small boiling down place, it is quite practical, for the only steam required is for the Digesters, which amounts to very little. But where you have a factory running 5 retorts, 4 digesters, extract plant, scalds, 3 engines and 2 pumps, and require steam and hot water for various other things, a high boiler pressure is constantly required, and this can only be obtained with coal fuel. There is no doubt that Mr Allen recommended a Babcock & Wheelock water tube boiler because it responds so readily to firing. There may be a sudden demand for plenty of steam at any time, and it is essential that the Engineer is in a position to supply it. Mills tried to use scrap, with the result that Weiss found all the pressure gauges in the factory going back without any warning. It had practically put the boiler fire out, and this was scrap from which the fat had not been extracted either - by pressure or any other means.

CAPPING MACHINE. Weiss is very glad that you are sending this out.

426 per Orcoma (30.9.12)

3.

FILLING MACHINE. It will be better to settle this matter as soon as possible - if ever we get sheep from the West, you must have a second machine, for the present one will just cope with the present daily output. If the idea of having sheep from the West is abandoned, Weiss thinks we should have no difficulty in disposing of the new Waller machine on the Coast, although it is usual in most of the factories there to have a second machine in case of accident, the filler being absolutely indispensable. Will you therefore let me know definitely if you wish me to negotiate for its disposal on the Coast. As regards the duplicating of machinery, I may say that you now have 2 crimping machines, whereas one would have done all the work; you have combination dies, and yet have extra bottom dies that are not wanted or used; you have a special die for the extract tins which has never yet been used as all the work has been done by a small hand machine. I mention these matters to show that the second filling machine is perhaps not the only "egregious error".

i.e. preparation for killing

CATTLE. Weiss proposes to do this work later, or during the bad weather. He asks you to advise him how the market goes in order that he might put up the most saleable meat, boiled, fresh or corned.

BUILDINGS. The extension of the preserving room to join on to the export shed is being proceeded with; the material was sent out some time ago and the woodwork is already framed. The floor must be concreted, but a layer of 3 inches will suffice as the foundation is so good. Mr Allan will, of course, deal with the question of other settlement buildings, cookhouse etc. Weiss has had a carpenter constantly at necessary work, but there is still a lot to be done. The house occupied by Redmond, a useful servant, is almost past repair. It is the house marked No. 7 on the Plan of Goose Green, valued at £70 in 1909. Sarney, the Cooper, has left, he had had a week's holiday and wanted leave to go to a wedding at Walker Creek, which

426 per Orona (30.9.18)

4.

would have meant another week, and as Weiss declined, Sarney gave in his notice. Weiss has 206 barrels set up for next season and could get a cooper across with other Chilians to finish this. With Sarney's house available for next season he can get along all right as regards accommodation - there is certainly very little prospect, if any, of a new Cookhouse being put up for the coming season.

PRODUCTS. Weiss is very disappointed at the large percentage of blown tongue tins, and bitterly regrets using the tins made by Redman the previous season, which accounts for it all. Some 2000 to 3000 were left over and had been put outside once, but owing to shortage of labour in the tinshop, and a desire to keep down expense, he thought he might risk using them. At the time he came to this decision he intended painting them at once, and thinks that if he had been able to carry out that intention, the tins would have been saved. Unfortunately, other difficulties arose, and the painting had to be postponed until after the season. By this time the rusty spots had become weak and the heat of the tropics found them out. The percentage of "blown" meat tins is too high, but will be lowered. The trouble with the cap dies will not recur. Weiss asks me to say that he had asked Mr Allan to explain these matters to you - possibly he did so after your despatch had been written. He is anxious to hear the report on the extract.

PILFERAGE. Weiss says that pilferage here is worse than at any other factory he knows of, and he had notices about it posted up all over the factory; even the extract was stolen from the pans though he and Johnson tried their best to catch the thieves. For this reason he is partitioning off the extract plant, using some old wood for the purpose. Tongues also were stolen, but the shortage was not all due to theft. He could not begin saving tongues until the factory was getting into full swing, that is, not until they were killing 500 a day. He had only the Cooper's shop as a pickle room, the procedure being that tongues from one day's killing being put in one cask and left for a week in

426 per Orcoma (20.9.12)

5.

pickles before being canned. He found there was always a shortage, but had no chance of stopping the pilfering as the shop had to be kept open all day. For the coming season he is having a small corner boarded off and kept locked. He mentions another matter - the use of sheepskins for the mens' bunks; three or four were allowed, but as many as seventeen were found in one man's bunk! He says that it would not be so bad if they were left as they took them but they were cut to fit the bunk, and would of course be the best skins. He suggests that during the winter some men might be set to wash Camp wool and make mattresses with bagging. I will mention this to Mr Allam. I have not hitherto made any allusion to the question of gratuity, as I assumed that this would depend upon Mr Allan's report to you, and the reports on the produce sent home. I certainly think that Weiss has done very well indeed, for he has had many difficulties to contend with. He is quite alive to the necessity for keeping down expenses, and as you are aware lowered the price for contract work very considerably. He mentioned that he would have liked to avoid some of the expenses now being incurred, but as the machinery was not at all placed to the best advantage for working, it was better to make the necessary alterations at once. I feel sure that the Directors will agree that he has earned the gratuity.

2. 1109-19. The brick partition in the boiler furnace will be put up as soon as the bricks arrive - Mills can then go out to Goose Green, see that this ^{is} done as he wishes and at the same time have a thorough inspection of the tubes. The question of tins for Ox Tongues is dealt with on a separate sheet in reply to the special notes you sent.

3. The new Wireless operators have arrived and had an opportunity of testing the installation, and the result proves it to be very successful. They were able to communicate easily with H.M.S "Active" at Montevideo, and also with Rio Grand do Sul, which is about 1400 miles distant. The operator believes that under exceptionally

426 per Orange (SO.9.12)

G.

favourable conditions we may even reach Pernambuco. As the Governor was communicating with H.M.S. "Active" the next day, I took the opportunity of cabling you "STEEL WIRELESS ESTABLISHED WITH MONTEVIDEO". The Government will doubtless lose no time in making arrangements for the reception of messages and in issuing regulations for transmission from Stanley. At present the Marconi operators are not allowed to take any messages for transmission except through the Governor or Colonial Engineer. Whether they will be allowed to do so in the future I cannot say, but it is evident that we ought to take some steps to secure secrecy; as the Government have a copy of the ABC Code, 5th edition, they would always be able to translate our messages. In the ordinary way this may not be of much moment, but it is fairly certain that occasions will arise when secrecy is essential. We can secure this by sending the message by mail to Punta Arenas or Montevideo for transmission, but this would mean delay. Or we might, by adopting the method explained in Mr. Goddard's memo. of April 8th 1910 overcome the difficulty, but there would be a great risk of error in transmission and I think that it will be admitted that the coding involves a somewhat complicated procedure. Messrs Dean & Company sent me a copy of the "Premier" Code (Edition 1897), ~~which~~ compiled by W.H. Hawke, published by Effingham Wilson, 54 Threadneedle Street, for use in case they wished to send any message to Port Stephens. I do not suppose that there is another copy of this in the Colony and we might do worse than adopt that code when we require secrecy. It will be quite easy to make out whether the message is coded from the ABC or the Premier, but if one wished to make quite sure, the word "Premier" could be prefixed to any message sent in that Code. It contains very useful tables on pages 249 and 251 for private names.

4. I enclose copy of correspondence with the Colonial Secretary as to the increase of the wage for unskilled labour in Stanley.

486 per Orocua (20.9.12)

7.

On the return journey from Darwin we sighted a ship under short sail, evidently making for Stanley, and we steamed out to her, she proved to be the "Bay of Biscay", outward bound to Callao - there did not appear to be anything wrong with her as far as we could see, but the Master shouted that he wanted fixing up, and after some time agreed to take a tow for £100. The towline was passed, but in a very short time the wind increased to a gale from the WNW. After trying to tow for an hour, during which time we drifted for about a couple of miles to leeward, we were compelled to cast off. Captain Thomas shouted to the Captain to keep near and that he would come out next day when the weather had abated. It blew hard all night and next day (Sunday) from the West, so that it was useless for the Samson to go out. Since then we have seen nothing of her.

October 1st. 6. We have learned by wireless that the Orocua cannot arrive before October 2nd.

7. The German Ship "Terpsichore", Captain Noreike, 40 days out from Rio in ballast for Portland Oregon, was sighted to the South, and the Samson towed her to Port William for £70. The Master is ill, seriously I fear, and the ship requires at least another 100 tons of ballast.

8. In the afternoon of the same day a Barque was sighted and the Samson steamed some distance out, but as she did not make any signal and was steering NE, Captain Thomas concluded that she was passing, and returned here without speaking her. Observers on the hill, however, asserted that she put up a pilot flag some time after the Samson turned back, and as she was still in sight this morning the tug went out at 6 am. **I am compelled to close this despatch now - the ship, a Norwegian, is being towed up Port William by the Samson. Particulars will be sent in a separate letter.**

I am,

Sir,

Your obedient servant,

488 Per Gross (1.10.12)

ENCLOSURES

ORIGINALS

1. Supplementary Store Idents No 457
2. Copy of letter to Colonial Secretary re passages per Whaler
3. Copy of Wireless telegraph message
4. Supplementary Remarks on Accounts
5. " Statement on Accounts
6. " Shipping News
7. Copy of letter to PSN, Liverpool, account and passenger list.
8. Columbus account, with vouchers.

F.E. Cobb Esq.

Managing Director.

London.

Dear Sir,

I am in receipt of your letter of September 17th. enclosing a copy of the account rendered by Messrs. Chr. Salvesen & Company for one year's working of the Columbus.

It is evident that in making up this account Messrs. Salvesen & Co. have regarded the total of the homeward freights as earnings of the vessel, thus swelling the amount upon which they claim 2½% for management. But it can hardly be contended that the one-sixth of the return freight appropriated for hulk hire is an earning of the Columbus, and still less the \$100 paid to the Lafohia for mail trips whilst she was under repair.

We have endeavoured to work out details on the same lines as Messrs. Salvesen & Co. have made out the account, but have not the means of getting the figures to agree exactly. The return enclosed makes the gross earnings \$9308 against \$9215, and the debit for commission, hulk hire, etc. \$1741 against \$1844, - evidently they have deducted some of the commission from the gross earnings, but we cannot discover the details.

It is difficult to understand how they calculate \$7,000 as the profit on which they claim the preferential 10% and the valuation of the boat at \$10,000 is surely absurd. It would seem to be nearer the mark to reverse the figures, and say 10% on \$1,000 instead of 4% on 10,000.

These, however, are points to be left to the Directors; had she run for the whole 12 months the gross earnings would have been as follows:-

Passages	747: 6:3	
Freight on stores to Stations	1151:17:4	
Mail subsidy	600: 0:0	
Special calls (13 in year)	195: 0:0	
Freight on produce	5249:14:5	
Earnings of schooners, running whilst Columbus laid up.	1080: 0:0	<u>£9003: 13:0</u>

The accounts are very valuable as shewing what a steamer can earn, - as regards the expenses the charge for coal seems very reasonable, and the cost of this imported in large quantities is, of course, much lower than the figure we are accustomed to. If we were running a steamer ourselves the cost would be more, but would be balanced by using less, as the steamer would not have to go so far West as New Island every mail trip.

Probably the salvage of the "Nuuanu" has not been settled as no credit appears for this.

I am, Dear Sir,

Yours faithfully,

ORISSA

28th October

12.

427

Sir,

I beg to acknowledge the receipt on the 16th inst. per Oropesa of your despatch No. 1110, letter of the 17th September and telegram of 11th October.

2. 1110-2. A detailed inventory of the Stanley Office furniture is enclosed, the total estimated value being £248. 8. 0; this does not include permanent fittings or current stationery

3. Par. 4. Up to the present no arrangements have been concluded for the reception of wireless messages from here at Montevideo or Rio Grande do Sul, and until these are complete a tariff cannot be drawn up. Some time back the Governor stated that he did not propose to make the charges in any way heavy, possibly 1/- a word. I referred to the question of coding by last mail.

4. Par. 6. The Lafonia is now laid up again, but owing to the arrival of ships for repair, we are unable to heave her down yet.

5. Par. 7. A detailed list of payments on account of Bonus is sent herewith.

6. Par. 8. I trust that we shall not have both the coal ships here together; the charter party of the Gaita stipulates for discharge of 40 tons per day. This is certainly more than they will be able to manage at Goose Green, where we must have quite 250 tons for the season.

7. Par. 11. Owing to the arrival of so many passengers by the F. E. Cobb Esq.,

Managing Director,

London.

427 per Orissa (28.10.12) 2.

Oropesa there was not time to write by her to Braun & Blanchard on the subject of interest on accounts. They are usually in credit and will doubtless expect interest until the date of maturity of any draft on England. I will write them by next mail on the points you raise.

8. Par.13. It is very satisfactory that we are in complete agreement as to the effect of the new rates on home ward freight but I strongly urge you to retain the old measurement rate of 42/- and 5% on Wool and Sheepskins. The position is as follows:- When the Directors decided in 1910 to substitute ^{all} steam for sail, and the farmers were consulted as to whether they would pay $\frac{5}{8}$ d per lb, I think it will be admitted that we were agreeably surprised at their readiness to do so. After going carefully into figures you were able to announce in your circular of November 16th 1910 that we could do it at nine-sixteenths. Since then freights have risen owing to strikes putting up the price of coal and the PSN say that rates must be advanced, and this is our excuse for announcing to the farmers that the weight rate must be increased to $\frac{5}{8}$ d - if we increase the weight rate and at the same time lower the measurement rate they will naturally think that we have been overcharging, and all sorts of questions will probably be asked. Then again, there is no guarantee that rates will not go still higher and this might take the form of 5% primage or "surcharge". With a little margin in hand, such as the retention of 42/- and 5% would give us, we should be able to stand this without putting up rates again. I feel the above so strongly that I am cabling you by the Esmeraldas asking you to retain the old rate of 42/- & 5%. As you pay me the compliment of saying that you will leave it to me to make the announcement of the increase to $\frac{5}{8}$ d weight in a persuasive way, will you allow me to endeavour to convince the farmers that they are being well treated in not having to submit to any increase

427 per Orissa (28.10.12) 3.

on the measurement rate.

9. Par.14. I will endeavour to find out whether the agreements of the Government employees are signed before a Notary - I do not recollect that the question has ever arisen before.

10. Par.15. Under the old scale of homeward freights per PSNC 35/- was charged on canned meats to Liverpool and 40/- to London. We assume that in the new scale 40/- covers either port.

11. Par.16. The question as to whether reinforced concrete piles would be cheaper than wood depends upon the quantity of cement required. If you could let us know how much cement is used for a pile 10" square 17 feet long, we could compare the relative cost. Stubenrauch quoted for wooden piles of that size in Sandy Point 25/-, to which must be added about 9/- for freight and expenses to Stanley and thence to Goose Green. The cost of a cask of cement weighing 400 lbs landed at Goose Green is 15/6.

12. Par.19. I reported the terms of Weiss's agreement in 408-7, but am not sure whether an extract from his letter dated November 4th 1911 was sent or not - a copy is now enclosed. He would not bind himself to any definite term of years as his wife had not been in good health. As regards the expenses, you will see that out of the total, ~~£286.1~~ £86.12.10, 29/- was for a telegram and £42.10. 6 represented the cost of going to Montevideo to meet me. The Company would have had to pay this later whether he had been engaged or not. I think that he contemplates remaining for some time; at any rate I do not want to raise the point with him at present, as it would look as though we feared rather to lose him.

13. Par.20. Mr Townson will probably be returning by the next steamer as I heard that he had recovered from his operation, and if you have not seen him before leaving, Mr Blake will doubtless discuss with him the question of removing the

427 per Orisesa (23.10.13) 4.

Prohibition of importation of livestock. I have a telegram from Mr Mathews that he is shipping 23 rams (Romney) to arrive in November. If you have not enough cargo to warrant a call here by one of the intermediate steamers, why not ship the rams by one of those boats to Punta Arenas and have them across from there in a mail steamer? Of course it would cost more, but possibly would be preferable to making up a big shipment of goods and swelling our Stanley stock.

14. Par. 21. The farmers to whom I have spoken about the expiration of the Geese Ordinance are in favour of its renewal, and there would be no difficulty in getting most to sign a memorial to that effect. I think however it had better wait until Mr Allardye has gone.

15. Par. 22. I received a cable from Dr Wace's brother by the Oropesa "Dick coming next boat illness", but Mr Allan says that he could not have caught the Oropesa in any case. I think it better that the Agreement should be submitted to the Directors before execution and therefore enclose a draft. The points to be decided are (1) as to whether his outside practice should be limited to certain stations and (2) as to whether the power of terminating the agreement under Clause 7 should be vested in the Colonial or Camp Manager. No doubt Dr Wace will sign a provisional agreement on arrival.

16. Owing to the sudden death of his daughter Mr Pitaluga and family were compelled to come to Stanley - the Columbus made a special trip to Salvador for this, but had to leave Stanley before Mr Pitaluga had ^{completed} ~~made~~ the necessary formalities with the Government. He was very anxious to have the Samson to take him and family back to Salvador, but this would have entailed two days' absence. I allowed her to take him to Fort Louis, whence he and the family walked over to North East Cr. As the Columbus will have to take Mr Blake out to Hill Cove immediately after the arrival of the next outward mail the Samson will in all probability take out Dr Wace and family

227 Per Orissa (28.10.19)

and the nine labourers whom Mr Allen expects by the Gravia.

17. The *Emeraldas* arrived only on the 18th and sailed on the 22nd, leaving 200 casks of tallow. Captain Splitt had space enough, but the loading of these would have delayed him two more nights, and the casks would have been stowed near the boilers. In view of this and the fact that he 800 tons of cargo to discharge at Montevideo, he decided not to wait, for this would have meant losing the November 26th sales in London.

We probably have about 400 Bales of Sheepskins by the end of November, and I will ask the PSN, Valparaiso to let us have another cargo boat about the first week in December to clear these and the balance of the Tallow. I am not sure whether these sheepskins will be regarded as this year's produce or not, and suggest that if this produce is to go at the new rates you might cable the word "RUPELLARY". It seems to me that there is very little difference to the PSNO - the freight on Sheepskins will be 2/- lower and the tallow 5/- higher.

18. The Master of the German Ship "*Terpsichore*" is suffering from Appendicitis and has had to give up the command to the First Officer. We placed on board for ballast 100 tons of the ballast clay excavated for the Reservoir, and the vessel sailed on the 20th. The accounts will be made up when the Captain leaves.

19. On the morning of the 3th October a ship was sighted to the North; we had been on the lookout for the *Bay of Biscay* which we had to let go owing to heavy weather and were glad to find that it was the same vessel. The *Saxson* had a hard task to get her in, but succeeded all right. You will see from the report of Survey enclosed that she has various damages - in cabling you via Punta Arenas we put the probable disbursements at \$1500. The work will take some time, and should this appear to be insufficient a further telegram will be sent later. Some of the coal has to be carted to enable the shipwrights to get under the dock and it showed signs of heating. The

427 per Orissa (23.10.19) 8.

Ship was not provided with a temperature tube in the main hatch and on driving one down the thermometer showed 140° at the top three or four feet down in the coal. About 400-500 tons of coal has discharged and the temperature is now normal.

20. The Kurina Kirsten arrived on October 11th and was taken over by Mr. Deak's representative here. We notified Mr. Capt. Nicholas as instructed and he returned on the Generalist.

21. The repairs to the Marsa Solo proceeded satisfactorily and we expected to have been able to enable her departure some days ago. On October 19th the Captain reported that the ship showed signs of heating and was advised to drive rods down into the cargo to ascertain if it was very warm. This vessel has temperature tubes in the fore and after hatches, but none in the main hatch, which is really the most important. On the 21st morning he reported that the rods did not seem to be greatly heated, but the cargo was smoking slightly. A temperature tube was then sent on board. Early next morning he hoisted the signal "M" and reported that there were flames in the main hatch. The Samson was alongside at 9.45 and pumped water on to the cargo until 4 pm, it being unsafe to put in any more - she stood by all night, and next morning the coals were still smoking badly it was decided that the only way to save the vessel was to burn her and fill her. She was taken to Whalesome Bay, beaching and pumping continued without a stop until 5 am on the morning of the 23rd when all the cargo was submerged. She will have to remain for some days as it is imperative to blow down the boiler of the Samson, which owing to the drought has had no run on its boiler for a long time past. This is of course a case of oil, and I am obliged to you asking that you will obtain security.

22. Husband, the Assistant Blacksmith, has handed in his resignation, and desires to leave on January 1st. Will you please select a successor?

I am,

Sir,

Your obedient servant,

427 per Orissa (28.10.12)

ENCLOSURES.

DUPLICATES. (ORIGINALS per Orsoma, Oct. 2nd 1912)

- Despatches No. 425/6
- Copy of Stanley Cash Book-August
- " " " Journal "
- Store Indents Nos. 457.
- Remands upon Stores and Replies.
- Replies to Remarks on Canning.
- Coasting Insurances.
- Copy of Letter to Col. Sec.-re rate of Wages.
- Remarks on Accounts & Replies
- Statement on Accounts.
- Letter to Managing Director-Oct. 2nd.

DUPLICATES. (ORIGINALS per S.S. Emeraldas, Oct. 22nd 1912)

Specification & Bills of Lading.

ORIGINALS.

1. Copy of Stanley Cash Book for September
2. Copy of Stanley Journal for September
3. Cash Voucher, West Store, September
4. Store Indents Nos. 458
5. Darwin Harbour Store Indent
6. Dean & Anson's Store Indent
7. Remarks upon Stores and Replies to Remarks
8. Coasting Insurances
9. Stanley Ledger Balances to September 30th
10. Bonus (1911), List of participators
11. Cargo per Columbus, - Manifests, Voyages A. 18 & 19
12. Stanley Office, - List of furniture
13. "Marco Polo", - Survey Report, October 22nd. 2nd.
14. do. do. do. " 22nd.
15. "Bay of Biscay", do. " 8th
16. Draft Agreement with Dr. R.W. Wace
17. Stanley Wages Return, - September 30th

- 18. Camp Wages Return, - September 30th
- 19. Extract from Mr. Weiss' letter, - 4 November 1911
- 20. Copy of letter to Western Telegraph Co, Ltd. and 1911
- 21. Remarks on cargo per Esmeraldas
- 22. Remarks on Accounts
- 23. Statement on Accounts
- 24. Shipping Report

25/7. Letters for Managing Director (3)

- 28. Letter for Doctor Dale
- 29. Letter for W. Stickney Esq.
- 30. Specifications, as under: -
Wool. Sheepskins. Tallow. Hides.

D.H.	2	17		
R.B.C.	6	4	17	
Z.	308	8	5	19
H.G.C.		11	25	
S.I.		12	21	
D & S	289	23	7	49
H & B			98	
W.P.				
Z.				19

TRIANGLE

- W.E.I. 171
- A.F.C. 1
- 7. ...
- 8. ...
- 9. ...
- 10. ...
- 11. ...
- 12. ...
- 13. ...
- 14. ...
- 15. ...
- 16. ...
- 17. ...

18. Copy of letter to the Hon. Secy. of the Admiralty
 19. Copy of letter to the Hon. Secy. of the Admiralty
 20. Copy of letter to the Hon. Secy. of the Admiralty
 21. Copy of letter to the Hon. Secy. of the Admiralty

R.M.S. Orpessa

November 25th 12

No. 428

...

Sir,

I beg to acknowledge the receipt per Oravia of your despatch No. 1111 of October 16th, letter of October 16th, and telegram RAUCHWERK MARCOPOLO.

2. Par. 8. The new boiler has been sent to North Arm and foundations are being built according to a plan sent out by Mills. We have not yet been able to spare him to go out to erect the boiler, and this is being done by Redmond and Johnston. Mills will go out before the season to see that it is alright, and adjust the safety valve according to the capacity of the engine.

3. Par. 9. Father Migone has given some private exhibitions in his own house; from what I have seen of the whole apparatus the risk of fire seems somewhat exaggerated.

4. Par. 11. We have had ⁸ ~~11~~ whalers wintering here but these will mostly go to Montevideo next winter. The Government have prosecuted several of them for not hoisting the quarantine flag outside Port William, a fine of £5 being inflicted in each case. This straining of the law has exasperated the Captains, and the Managers are determined to avoid Stanley if possible. I am corresponding with the Norwegian Foreign Minister on the subject, and will send a copy of the correspondence. Moreover they have experienced the same corrosion from the water in this Harbour, and the Manager of

F.E. Cobb Esq.

Managing Director.

London.

the Laboremus Company said that he could not risk another winter here before first sending his Whalers either to Monte Video or Europe.

5. Par. 12. Probably the mischief in the Plym's boiler is due to our having used the water too fresh, and Baseley has told me more than once that there is undeniably something detrimental to boilers in the rain water here; whether it gathers some impurity in falling or from the iron roofs we cannot tell, but it certainly does seem to have a bad effect on bare iron. This is borne out by the fact that the Samson's boiler, which has never been run perfectly fresh, is in excellent order internally. Zinc plates are used in both vessels, and proper metallic connection with the stays always carefully attended to. The last time we renewed the supply we got 100 which last over 12 months. Mills is quite alive to the situation; we hoped to have been able to open up the Plym's boiler again between these mails, but circumstances have prevented us. We are taking the opportunity of getting Mr. Kennedy, the Chief Engineer of the Oravia to have a thorough survey on the Samson.

6. Par. 13. We shall doubtless hear further from you on the question of the removal of the prohibition on importation of live stock, and will then approach the Inspector on the subject.

7. Par. 14. You will have learned that my wireless message got through owing to the presence at Monte Video of H.M.S. Active, the Commander being personally known to us. The installation at the Cerro is Telefunken, and the receiving apparatus is defective; our operators are able to understand all their messages to us, but they cannot make out ours to them. The installation at Rio Grande do Sul is the same power as ours, and provided that "atmospharics" are not giving trouble there is no difficulty in dealing with messages; moreover the operator there appears to be very complaisant, and this is an important factor.

The Post Office here has now taken over the management, and the through rate is 4/3 per word, namely Stanley to Monte Video 1/6, Monte Video to England 2/9. The charge for receiving a message from a ship is 1/- per word. The Western Telegraph Company sent down a special representative from Buenos Aires by the Oravia, and I hope to have an opportunity of talking to him before he leaves.

8. Par. 15. The Master of the Terpsichore has been successfully operated upon here, but at present it is uncertain whether he will be sufficiently recovered to leave by this mail. As soon as possible we will get him to sign a draft for the disbursements here.

9. Par. 16. The question of burning scrap at Goose Green was dealt with in my despatch per Orcoma. When an inexperienced navvy has to be put on to fire some time must elapse before he is in any way efficient, and the coal consumption becomes proportionately less when the factory is running at its maximum. Mills tells me that towards the end of the season there was an appreciable decrease in the coal consumed per 100 sheep. A table was drawn up giving the figures daily for sheep killed, cans filled and coal consumed, but we have no copy here; this will be sent next mail if I cannot get it in time for this. You probably know that Mills intends to divide the furnace by a brick ~~furnace~~ partition with a view to reducing the grate area, and facilitating the cleaning of the fires, - this should slightly economise the coal as well. Everything will be done to reduce the coal bill, one small instance being the substitution of valves for coaks on the scalds. A correct account will be kept all this season and the results analysed.

10. Par. 17. Mr. Blake and family left in the Columbus on the 17th instant for Hill Cove, her departure being delayed by trouble with the crew, as the men sent out by Messrs. Salvesen in the Neko having refused to sign on. I have planned a trip for the Columbus on her return to ports on the North, calling

at Hill Cove for Mr. Blake, coaling at New Island, and proceeding thence to Goose Green to load sheepskins. In working out this itinerary I relied upon being able to send the new giggers round at the same time, - the landing of these and the loading of the skins would have occupied about three days, thus giving Mr. Blake the time there that he wished to have. I still hope to carry out the itinerary, and trust that the Columbus will be able to wait sufficiently long to enable Mr. Blake to deal with all the questions he wishes.

11. Par. 18. The matter of the Garland has not been lost sight of; at present Mr. Allan and I think it will be well to leave her there as a receiving hulk for the steam coal from the "Gaita". The Charter Party stipulates for the discharge of 50 tons per day, which is probably more than can be managed in the middle of the shearing season, especially if the weather is not very favourable. To avoid demurrage she can go alongside the Garland and discharge some, - they will require quite 300 tons.

12. Messrs. Stubenrauch's letter enclosing your telegram of October 25th, via Punta Arenas, was not sent across by the Orissa, and I received the same by the Oravia from Montevideo.

13. The West Coast Manager at Valparaiso sent me a cable message via Montevideo that the Inca will call here "the first 2 days of December" for homeward cargo. If she arrives early in December we shall not have cargo for the space asked, but I am told that she can hardly arrive before the second week; in that case we shall get the Goose Green skins (236 bales) away all right

14. A copy of letter from the P.S.N.C. on the subject of the commission charged for collecting General Average Deposits, Oravia, is enclosed. They demur to 5% but allow a fixed fee of ten guineas, or about 3%.

428 per Oropesa (25.11.12) 5.

15. Dr. Wace did not arrive by the Oravia, but the following wireless message was received at 11 pm on November 13th:-

"Arawa arriving Montevideo Wednesday, please instruct. Wace."
We therefore expect him by the Oronsa in a couple of days' time.

16. I regret to report a serious accident to Carpenter Albert Lellman when working on the Bay of Biscay. In cutting out rivets he got a splinter of steel or rust in the eye; Dr. Browne attended him but he was in great pain, and the Doctor advised him when the Orissa was in port to go to Buenos Aires. His brother had to accompany him, and I learned by the Oravia that he was being treated in the Hospital. Copy of a letter from his wife is sent herewith, and I shall be glad to receive your instructions as to the expense.

17. The pumping out of the "Marco Polo" took longer than we anticipated owing to breakdowns of the salvage pumps; she was refloated and moored up the harbour on the 9th instant. Since then the water has been draining from the cargo and got out with the ship's main pumps. It was necessary to discharge from 200 to 300 tons into a hulk to enable the 'tween deck beams to be examined, and I am glad to say that these are not in any way damaged. Owing to the coal having soaked up a quantity of water the vessel's draft is too great, and about 70/80 tons of damaged coal must be left behind. We will send the usual statement of salvage services by next mail.

18. The whaling fleets of the "Hektor", "Nor", "Norge", "Rethval" and "Laboremus" Companies have called here prior to leaving for the south. The Hektor Company settled the bulk of the account in cash, leaving a small balance for settlement at the end of the season. The Norge and Rethval were in credit. Drafts for £517:0:7 and £128:17:0 for the accounts of the Nor and Labor-
emus are sent herewith, together with a small draft for £57:16:1 on Mr. Christensen of Sandefjord on account of the whaler Skjoldo sold to the Pacific Whaling Company in Chile.

428 per Oropesa (25.11.12) 6.

191 The Directors will have learned by cable of the stranding of the Oravia on the 12th instant on the reef running from the Billy Rock. I have detailed the occurrences in connection with this in the enclosed separate memorandum, a copy of which has been sent to Lloyds and to the P.S.N.Co. Liverpool and Valparaiso. It will be readily understood that we have not been able to keep accurate details of all the work involved, and I do not know what form the Company's remuneration for all the work we have done will take.

LIFE SALVAGE. This, of course, takes precedence of all other claims, and I regret that exact figures cannot be given. The Oravia had on board, at the time of the accident, in addition to 42 passengers for Stanley the following in transit, namely 48 first class, 71 second class and 100 steerage passengers, which with a crew of 150 made a total of 411 persons. The Penguin, which had been running during the day, was away first and the Plym was able to get away before the Samson. When I left in the Plym, towing three large boats, the weather was fine, but the wind was getting up all the time and by the time we arrived near the Oravia it was blowing strong with a high sea and very heavy swell. Finding that the ship's boats had been lowered and that passengers were being got into them we left our three boats with one of the whalers. These whalers all stood off a good distance from the Oravia, and were practically useless except as receiving vessels for the boat loads of passengers which were towed alongside them. The Penguin put one boat load alongside the whaler, and the Plym two boat loads, and I am informed that a whaler picked up a fourth boat load which was drifting away. The Penguin got alongside the Oravia and took a load direct to Stanley, after which the Samson managed to get alongside and take the remainder. The whalers claim to have brought 84 passengers to Stanley (from the boats), the Penguin

428 per Oropesa, (25.11.12)

7

had from 30 to 40 and the Samson the balance, amounting to between 140 and 150 persons.

The whole of the crew and their effects were brought in by the Samson on the 13th., and the conditions under which this work was done render the service particularly meritorious. During the morning when occupied in salving passengers' baggage she struck the Billy and holed herself, - the leak was kept under by the bilge and other pumps, but she was considered hors de combat. On receiving news that the Oravia had run up the signal A.G. - "I must abandon the ship", - and had sent a special wireless message asking that all available boats should be sent there was nothing for it but to put the salvage hoses in the hold, and run her out with the salvage pumps going. In Port William these stopped for a while, and it looked as if she would have to be run ashore, but the engineers succeeded in getting them to work again. The pumps were kept going all the time until her return to Stanley with all hands at about 7 p.m.

LIVE SHEEP. Were salvaged with the greatest risk and difficulty after the Oravia's deck was nearly awash. Seven had drowned and our men had to throw some of the live ones into the sea, whence they were picked up by the Plym. I informed the Receiver of Wrecks that we would ask that these should not be sold, as some were imported by a client, and I gather that you will be able to obtain security for the services rendered. I hope to hear that our salvage will be 50% of the value, and consider it prudent to cable the fact to you in order that you may take steps at once to arrange the matter.

SALVAGE OF MAILS. All the letter mails were brought up by the Plym, and the parcel mails were landed conjointly by the Samson and one of the whalers.

SUNDRIES SALVED. Consist of live rams as previously mentioned.

428 per Oropesa (25.11.12) 8.

seven ship's boats, sundry ropes, compasses, part of the wireless installation, force pump, lamps, plated ware and sundry contents of the barber's shop. The latter have all been sold by auction, and I have asked the Receiver of Wrecks to delay dealing with the ship's gear until instructions are received from Liverpool.

SERVICES OF WHALERS. Two of the whaling Companies have lodged claims for the services of their vessels, one in the shape of a letter to the Receiver of Wrecks; the Manager of the Norge Company has made out a detailed claim and sent the same to his owners. He brought this to me asking that I would stamp the same as Norwegian Consul, but I of course declined, but undertook to write to his owners stating what had been done. Copies of these are enclosed; we have not sent copies to the P.S.N.C.. The whaling vessels did really very little indeed. The few sundries salvaged, omitting the sheep, not being of much value. It would save a good deal of complication if some compromise could be arrived at for their services - that is to say, a lump sum instead of a percentage on the goods salvaged. They are certainly entitled to something for going out and standing by.

Lodging of passengers. Everybody in the place came forward with commendable alacrity in taking in all passengers, who appreciate very highly the kindness shown. We have no means of knowing how the expense will be met - after two days the poorer people who had taken in the steerage passengers sent to say that although they would gladly do all they could, they could not afford to be eaten out of house and home, and we gave a guarantee that all reasonable expense of board and lodging would be paid.

CREW. We assumed that the crew would all be treated as DBS and arrangements were made for quartering them at the Naval Station. No bedding was salvaged from the Oravia and we were compelled to open up some bales of sheepskins and give out all the blankets we had in the Store. On Nov. 20th we received a wireless message from the Captain of the "Huanchaco"; - "Crew of Oravia to proceed to Valparaiso by Oronsa, Stevenson." Presumably it is the intention

428 per Oropesa (25.11.12)

9.

of the PSN to transfer them to some Coast steamer, which will take the place of the Oravia.

LOSSES. We have sustained the following losses; two boats taken out by the Plym worth £30 each have been swamped alongside the whalers and completely lost, another boat damaged to the extent of £12 and one of the Samson's lifeboats damaged to the extent of £10. The Samson struck the Billy Rock and was holed so badly that when saving the crew after the signal "I must abandon ship" was hoisted, she had to run with the salvage hoses pumping the water out of her own hold. The same night after landing the crew and their baggage, she was beached. Next day the hole was located, fortunately under the forecastle, and by working early and late, an iron patch was secured, holding on by only two $\frac{1}{2}$ " bolts, and she was able to tow a lighter down and, with the assistance of the Plym, salvage 16 live rams and other sundries. Then on the arrival of the Huanchaco she took off the 120 passengers and baggage, and the mails for the West Coast. After the Huanchaco left we discharged all the coal (25 to 30 tons), emptied the boiler and lightened her up as much as possible to get her up on the beach and rivet on a proper plate. We are doing our utmost to get this done before the arrival of the Oropesa and Oronsa. I have not yet received Mr. Kennedy's report.

WIRELESS MESSAGES. We have sent away numerous messages in the hope that they would reach their destinations, but so far the only message from the PSN, Liverpool is one of the 19th November through the British Minister at Rio, the text of which suggests that they could not at that time have heard that the Oravia was a total loss. The Captain of the Huanchaco bound from Montevideo to Punta Arenas received the first intimation of the disaster from a New Zealand steamer, which had evidently intercepted some of our messages. Most of our messages were picked up by the Argentine War Vessel "San Martin", anchored, I understand, at Ushuia in Tierra del Fuego. The Commander has acted in a most friendly manner - he informed the Governor that they would stand by and take all our messages, and do

428 per Oropesa (25.11.12) 10.

his best to get them to their destinations. Yesterday I was informed that Bahia Blanca will take any messages from us and I took the opportunity of cabling to the PSNC, asking instructions as to the payment of expenses for maintenance of passengers during their detention here and trust that I may receive a reply by the Oronoa.

COURT OF ENQUIRY. The Governor informed Captain Poole, who has been staying at Government House that he thought the Enquiry should be held here and telephoned me that it would be better for Captain Poole to apply officially for this to be done. Captain Poole told the Governor that he would place himself unreservedly in his hands and thereupon applied. The Governor appointed Mr Craigie-Halkett President, with Captain Speranza, R.N.R. (Captain of the PSN Coast Steamer "Panama"), Captain Ward (of the British sailing ship "Bay of Biscay") and Mr Baseley, the Colonial Engineer, as Assessors - there is as you may suppose considerable criticism of the last appointment for no question of engineering is involved, the matter being one purely of navigation. The Court sat daily from November 18-23; in their verdict they severely censured Captain Poole, and comment upon the lack of independent opinion on the part of his officers who were on the bridge, thereby depriving Captain Poole of the assistance generally available for the Captain under such circumstances. I have not yet seen the text of the verdict, but understand from Captain Speranza that they will add a recommendation that a small fixed light should be placed on William Point. Probably the light sent out for the Sea Lion Islands will now be placed on William Point instead. Captain Poole is ordered by the Court to pay half the cost of the Enquiry.

I need not enlarge upon the amount of work entailed by the sudden inflow of some 400 persons in this small community. The Office staff is pretty well knocked up, and we shall probably be excused all omissions. We may not have time to write fully to the PSNC and shall be glad if you will communicate portions of the above to them, should our letter to them not afford full information

428 per Oropesa (25.11.18) 11.

Everyone here has done his duty under very trying circumstances, and all passengers are loud in their praise of Captain Thomas; the fact that 411 persons were landed without the breaking of a single limb will, we trust, be considered very creditable.

I am,

Sir,

Your obedient servant,

4th per Orissa (23.11.12)

ENCLOSURES

Duplicates. (Originals per Orissa, October 29th 1912)

Copy of Stanley Cash Book for September
 " " Journal
 Store Indents No 438
 Remarks upon Stores and replies
 Coasting Insurances
 Stanley Ledger Balances to September 30th
 Stanley Office - List of Furniture.
 Stanley Wages Return- September 30th.
 Remarks on Cargo per Esmeraldas.
 " " Accounts
 Statement on Accounts
 Mr Allan's letter, October 25th
 Letter for Managing Director, October 22nd, 24th and 29th.

ORIGINALS.

1. Copy of Stanley Cash Book for October
2. " " Journal
3. Cash Voucher, West Store, October
4. Store Indents, No. 439
5. Remarks on Stores and Replies
6. Coasting Insurances
7. Copy of letter from PSN, Liverpool, October 1st.
8. " to "Valparaiso, November 11th
9. " to Stubenrauch & Co., November 18th
10. " from Mrs Albert Lellman
11. " from Manager of Rethval Whaling Co., claim for salvage services.
12. " to Norwegian Foreign Minister
13. Copy of telegram from London, October 26th.
14. Copy of Wireless Messages sent.
15. Memo re Wreck of "Oravia", with copies.
16. Copy Survey Report "Marco Polo".

ENCLOSURE

ORIGINALS (CONTINUED)

17. Mr Allen's letter to the Managing Director
18. Shipping Report
19. Remarks on Accounts and Replies
20. Statement on Accounts
21. Specifications:-

	Wool.	Skins.
10 5		10
10 5		256
10 5 3		69
10 5		1 cask

OROPESA

28th November 12.

429

Sir,

We have today received a wireless message that the Oropesa will arrive tomorrow morning, and that the Superintendent Engineer of the PSNC from Valparaiso is on board.

2. Copies of all telegrams to you within the last fortnight are sent herewith - the wireless messages of 13th and 15th were sent at the request of the passengers named. On the night of the 19th I thought it advisable to send a wireless asking you to repeat the shipment per Oravia; probably this did not reach you, for on the 25th I received a telegram "From London to Company, Port Stanley, Is Stanley cargo lost?" - this is sent to you in original as received from the Post Office here. We asked the operators to endeavour to find out who sent it but they have not been able to do so, and it is quite obvious that we cannot reply to "London", Had the message been addressed to Fleetwing, Port Stanley, we should have concluded that it came from you.

3. Mr Kennedy's report on the Samson is enclosed herewith - he has made a thorough examination both inside and out, as we have had her hauled up this springtide in order to rivet a plate over the hole made by striking the Billy Rock. We have also been able to put a patch on the hole under the bilge keel and give her two coats of paint. I have been able myself to see the plates all along and regard that portion of Mr Kennedy's report dealing with the hull as somewhat pessimistic. I quite

F.E. Cobb Esq.,

Managing Director,

London.

489 Ser Oropesa (26.11.12) 2.

agree that if we are compelled to send her away from Stanley, say as far as Darwin, it will be wise to choose our weather, but after the bucksting we had on the trip to Goose Green, I have not much fear of a collapse. On the return journey we tried to tow the Bay of Biscay for over an hour in a strong gale, and as that did not pull her to pieces, the presumption is that she is stronger than Mr Kennedy thinks. The Directors will probably conclude from the report that she is not worth spending a lot of money on, and that the question of a new boat must be faced in perhaps the near future.

*. You will see from my letter to the PSNC, Liverpool that I have not been able to write a full account of the wreck of the Oravia; after all the Company, not myself personally, are the agents and the details should therefore come to them through the Head Office of the Company.

November 27th. The Oropesa arrived at 5 a.m. and I received your telegram "Rosellana Bayobiscay Rundhacke Recluaris Bagning "Intrinco". I have no cable or message of any sort from the PSNC, but learn from Captain Green of the Oropesa that the Victoria will take the place of the Oravia under the command of Captain Cumming. It is unfortunate that such an unusually heavy cargo as 890 tons should be coming by the Oropesa, as this will entail towing a hulk as well as lighters to Port William.

I am,

Sir,

Your obedient servant,

ENCLOSURES

Copy of Service Report on "Sanson", - November 21st
Index for Stationery
Remarks on Accounts and Replies
Copies of Telegrams sent
Codee Green, - statistics re season of 1938
Barthe Parpiskore, - Accounts
Copy of letter to F.S.N.C. with account & passenger list
Telegram received from London, in original
Letter to W.F. Coto Esq.
Specifications, S. 12 Bales She pskina

per. "Oropesa" via Sandy Point, 28th November 1912.

DUPLICATES. (Originals per Oropesa, 27th November 1912)

Despatches Nos 428 and 429

Cash Book for October

Journal for October

Store Indents No 459

Remarks on Stores and Replies

Coasting Insurances

Goose Green Statistics - Season 1912

Letter from Mrs Albert Lellman

Mr Allan's letter to Managing Director

Mr Kennedy's report on Samson

Remarks on Accounts

Statement on Accounts

VICTORIA

December 23rd. 18.

430

Sir,

I wrote last per Oropesa which left on November 27th., duplicates of that mail being sent per Oronsa via Sandy Point on the 28th., and received on the 10th instant your despatch No. 1112 and telegram of December 6th.

2. Par. 2. Seeing that the departure of the "Frigga" with house coal must be considerably delayed it will be well to have 50 tons in bags by the steamer. With that and the 60 tons of damaged coal ex "Marco Polo" purchased at auction we may hold out alright.

3. Par. 4. Kelway tells me that as a daily labourer he signed a sheet for his wages, - these sheets must have been filed separately in those days, and so far we have not been able to lay our hands on the file. After going into the question thoroughly with him we have come to the conclusion that in 1875 he had 15/- a week for the first half of the year, and 18/- a week for the second. In 1876 he received 24/- for the first half and 30/- for the second. In 1877 he was paid 36/- per week. He hopes that we will allow him to rent the house, - we do not want it for any of our men and I see no objection. He would, of course, pay rent.

4. Par. 6. Your next despatch will bring out the Board's decision as to the new rates to be charged on produce home-ward; I hope that the measurement rate will be not less than 40/- and 5 %. I have given Mr. Allan the statistics of

F. E. Cobb Esq.

Managing Director.

London.

(430 per VICTORIA, 23.12.12)

2

our bales, and learn from him that at North Arm they are not putting up the press a second time this season; as a matter of fact the pumps will not stand it. When all this season's wool is shipped you will be able to compare the result with the other sections, where they are pressing as before.

Speaking roughly, they are able to get $5\frac{1}{2}$ cwt. into the usual sized bale at North Arm, or about $21\frac{1}{2}$ lbs. per cubic ft.

5. Par. 7. Captain Saanum expects to hear by next mail from Messrs. Chr. Salvesen & Co. as to the rent of the house.

6. Par. 8. Doctor Wace and family arrived by the Oronsa on November 28th.; the nine labourers per Oravia were still here, and all left in the Samson on December 2nd., arriving at Darwin the same afternoon. I arranged with Mr. Allan that the tug should go to North Arm next day with eight of the labourers required on that section, and Mills remained there to inspect the boiler. The Samson returned to Stanley on the 4th., Mills started the boiler at North Arm, left it working allright, and rode to Darwin where he caught the Columbus on the 7th. bound for Stanley.

7. Par. 11. It is gratifying to know that the run to Goose Green in the Samson is approved, and I can now leave canning matters to be dealt with by Mr. Allan, to whom a copy of all the correspondence will be sent for record. The catalogue of jacket pans alluded to by Weiss are, I think? American. You will have learned that all tin cuttings are saved at Goose Green.

8. Par. 12. I fear that wireless telegraphy will not be completely satisfactory until the installation at Punta Arenas is completed, - that is to say, probably some 6 months hence. The Governor has done his utmost towards getting our messages received, but we are thwarted by the Argentine Government. As you are aware they still claim ownership of the

(430 per VICTORIA, 25.12.12)

8

Falkland Islands, and they block everything. It appears that the operator at Cape Virgins had all our wireless messages at the time of the Oravia wreck, but would not pass them on; there was some public outcry about this and the operators there and at Bahia Blanca were told to accept and re-transmit our messages, and the Governor thought that matters would go quite smoothly. He now tells me that these orders have been rescinded, and this is borne out by what happened as regards your telegram of November 25th, asking whether we could sell 3000 sheep to M. Bossiere. I did not receive this by wireless though it is evident from the duplicate of the message sent down from Monte Video by the Orcoma that the Western Telegraph Company tried to get it through to me by wireless. I send this for your inspection, - you will see that it is marked via "Radio Cape Vergenes."

9. Par. 15. You will have received by the Orissa the copy of my letter to the Colonial Secretary on the subject of the increase of wages for unskilled labour in Stanley; I am not sure whether we sent a copy of his letter asking for information, dated September 6th., and therefore send one now.

10. Par. 15. The only 1911/12 wool not shipped is that from Great Island, but we cannot be blamed for this as the Columbus has called at least twice for it. On two occasions Captain Saanum found no one there, Mr. Smith and the men being away on some of the small Islands.

11. Par. 16. I enclose the telegram of the 2nd. instant exactly as sent to the Western Telegraph Company, - all our telegrams through them are sent in precisely the same manner "Falkland Islands Co. Ltd." being stamped or written on the foot to shew that the cost is to be charged to our account. You know, of course, that we have a sum of money on deposit with the Telegraph Company to meet the cost of telegrams,

an account being rendered quarterly by them.

12. Par.17. Mr.Allan will be writing to you as to the North Arm pressing plant, and will, I think, ask you to send out engine and pumps exactly similar to those at Darwin which work very satisfactorily. These were supplied in September 1909 by Messrs. Hayward Tyler & Co. at a cost of about £180, which included the boiler.

13. Par.19. The fire on the "Marco Polo" was unquestionably spontaneous. She could not re-load the whole of the coal discharged into the hulk, and 60 tons were sold by auction; we purchased this at 13/6 per ton.

We now enclose:-

Salvage Agreement with Master

Extract from Samson's Logbook, with duplicate

Notes on the Salvage do.

Crew list of Samson do.

The vessel sailed on the 7th instant; accounts and Master's draft on Messrs. H. Clarkson & Co. at 90 days for £663:17:9 are sent herewith, together with a copy of the Surveyors' certificate. Your telegram conveying the request from Lloyds to appoint Surveyors to approve the repairs arrived after the vessel had sailed.

14. The repairs to the "Bay of Biscay" were completed on the 14th instant, and she was to have left on the 17th. At the moment of writing she is detained by strong winds, but will sail as soon as the weather moderates. Accounts and the Master's draft on the Beynon Shipping Company, Ltd. for £1747:2:11 are sent herewith.

15. Two small drafts for £80 for advances to the Thule Whaling Company and £18:11:6 to La Sociedad Ballenera Christensen are sent herewith.

16. I reported by last mail the circumstances of the accident to the Samson during the work connected with the

(450 per VICTORIA, 23.12.12)

5

wreck of the Oravia. I suppose that a protest should have been noted, but possibly the usual extract from the Logbook will be accepted seeing that the damage was but slight. The cost of repairing the damage is somewhat heavy, but was unavoidable. We had to empty the boiler, discharge and reload 25/30 tons of coal, lighten her of all moveable gear, beach her and replace everything. There was also some damage to the bulwark and towing beam. An account is enclosed shewing the cost of repairs as £89:7:8; this is simply for repairing the holes in the hull; as the plate is cracked it is more than probable that a survey at home would insist upon the whole plate being replaced by new.

17. Mr. Blake was able to carry out his itinerary and leave by the Orcoma. He left for Hill Cove on November 17th. arriving next day, - left Hill Cove in the Columbus on December 2nd., arriving at Darwin on the 5th; left Goose Green at 2 a.m. on the 8th. arriving in Stanley about 10.15 a.m.

18. I mentioned to Mr. Blake the question of auditing the Stanley Cash Book from May to December, suggesting that Mr. G.I. Turner, Manager for Mr. Louis Williams, should be asked to do this. Mr. Turner is a J.P. and Acting Member of the Legislative Council during Mr. Packe's absence. Mr. Blake thought that he seemed the most suitable person in Stanley, and I have therefore agreed with him to attend to this.

19. Before the arrival of Doctor Wace the Columbus had to make a special trip to Darwin with Dr. Browne and the Government nurse to attend Mr. Allan's daughter, who was seriously ill. I have asked Captain Shanum not to enter any charge in his accounts for this until you have had an opportunity of enquiring whether Messrs. Salvesen & Co. will allow this to be charged at a reduced rate, seeing that it is for Mr. Allan's account. We charged Mr. Pitaluga £25 for a special trip to Salvador, - possibly you may be able to agree with Messrs. Chr. Salvesen & Co. for a charge of £10 or £15.

430 Per Victoria (23.12.12) 6.

20. Mr Oswald asks me to request the Directors to grant him leave of absence for six months next year - he arrived here in November 1908 and will therefore have done about the usual 4½ years of service. You may remember that Mr Oswald's last term of resident service was six years, as he remained an extra year to enable me to go to England after an illness I had. It would be more convenient to this Office that Mr Oswald should take leave next year rather than in 1914 and I hope therefore that the Directors will see their way to granting this.

21. I reported in 428/13 that the West Coast Manager had cabled that the "Inca" would arrive here "first days in December" to that the "Inca" load 600 tons homeward. On the receipt of a further message by the Orcoma via Monte Video that she would arrive on the 19th we requested the Agents at Punta Arenas to cable asking for 950 tons space; at the moment of writing there is no sign of the Inca, and we now have ready for shipment 681 Bales Wool, 687 Bales Sheepskins, 396 casks Tallow and a quantity of hides, measuring quite 1200 tons.

22. We have been able to make out a practically complete account of the expenses incurred in the maintenance of passengers and crew ex Oravia, the details of which have been fully explained to the PSNC in our letter of December 20/23rd, a copy of which is enclosed. The cost totals up to £1171.12. 0, or about 4/6 per head per day; if the cost of board of all first saloon passengers had been included, the cost would have worked out at just under 5/- per head per day. This sum is now charged to the PSNC in account, which will shew a debit of something over £600, this would of course be liquidated in time, but at this time of the year receipts on account of passages are not much. The Board will of course decide whether to allow the debit to work itself off, or to request the PSNC to pay in something at once.

23. I am glad to be able to send you by book post a revised plan of Goose Green settlement, shewing positions of all the houses and details of the Factory. When out there, I asked Weiss

450 per Victoria (23.12.13) 7.

to get out a rough plan, and Mills has elaborated it in Stanley.
If you could get three blue prints made, we could have plans on
record at Stanley, Darwin and Goose Green, the original being kept
in London.

I am,

Sir,

Your obedient servant,

430 per VICTORIA. (23.12.12.)

ENCLOSURES.

Originals.

1. Copy of Stanley Cash Book for November.
2. " Journal "
3. Cash Voucher - West Store.
4. Store Indents Nos, 469.
5. Remarks on Stores and Replies to Remarks.
6. Coasting Insurances.
7. Barque "Marco Polo" - Accounts.
8. " - Copy of Final Survey Report.
9. Ship "Bay of Biscay" - Accounts.
10. " - Copy of Survey Report. Nov. 25.
11. " " Dec. 13.
12. Marco Polo Salvage. - Agreement with Master.
13. " - Extract from Samson's Log, with duplicate.
14. " - Notes re Salvage do.
15. " - Crew List of Samson do.
16. Accident to Samson. - account for repairing do.
17. " - Extract from Log Book. do.
18. Copy of Account for Maintenance etc. crew of Oravia.
19. Copy of letter from Col. Secretary - 6th Sept.
20. " to B. Stickney - 16th Dec.
21. Copy of Wireless Telegraphy Regulations No. 2.
22. Copy of letter from Dr. Browne with accounts - Barque Terpsichore.
23. Copy of Telegrams out and home.
24. Mr. Allan's report - Dec. 15th and enclosures.
25. Columbus Manifest of cargo. Voyage A. 20/24.
26. Shipping Report.
27. Copy of letter to P.S.N.C. - Liverpool - with Enclosures.
28. Remarks on Accounts.
29. Statement on Accounts.
30. Letter for F.E. Cobb Esq.

ENCLOSURES - (Continued)

31. Specifications:-

	Wool.	Skins.	Tallow.
L.	26	11	14
F.		17	
N.A.	1 - 240	31	
W.C.	1 - 278	13	
D.H.	8 - 279	2	
F.		44	
S.			
A.P.	1	6	
J.L.W.	79		

32. Copy of ...
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ENCLOSURES.

DUPLICATES. (Originals per "Victoria" 25.12.12.)

Despatch No. 430.

Copy of Stanley Cash Book - November.

" Journal "

Store Indents No. 460.

Remarks on Stores.

Coasting Insurances.

Marco Polo Salvage - Various papers.

Accident to Samson - do.

Mr Allen's Report - Dec. 15.

Remarks on Accounts.

Statement on Accounts.

Copy of Letter to P.S.N.C. Liverpool - Dec. 20.

ORIGINALS.

Copy of Account Sale - 6 cases Tongues - from Messrs Vorwerk
& Co. Valparaiso.

Statement on Accounts.

Specification & B/L per Inca.

INCA.

December 30th

12.

481

Sir,

I wrote last per Victoria, which arrived and left on Christmas Day.

2. The Inca arrived early next morning and had to remain idle for two whole days; the prospect of double pay was not sufficient to induce the men to work as those days are devoted to races and sports, the only general recreation meeting here in the whole of the year. The Captain of the Inca prophesies a "row", but the PSNC cannot complain of delay here. I am glad to say that under the special circumstances the Governor allowed the loading to continue all through Sunday, and she will leave today. In all probability she will take all the produce we have excepting hbs, quite a good shipment. You will see that we have shipped 7 casks Tallow F_3 . I have lately put up in the Stanley Slaughter House an arrangement for boiling down the inside fat of sheep killed.

3. The Gaika arrived in Port William on the 26th and came into the inner Harbour on the 28th. Discharging commenced today.

4. A copy of letter and account sale of Tongues received by the Inca from Messrs Vorwerk & Co. is sent herewith; the Customs duties which take up about 70% of the proceeds are absolutely prohibitive, but it is satisfactory to know that the tongues fetched a better price than those sent from Punta Arenas.

I am,

Sir,

Your obedient servant,

F.E. Cobb Esq.,

Managing Director,

London.

ORCOMA.

January 20th

13.

432

Sir,

My last despatch left per Inca, on the 30th ultimo, and I received per Orissa on the 9th instant your despatch No. 1113 and telegram of January 3rd.

B. 1113-2. I hope that every effort will be made to secure a sailer again as soon as possible, at present there are three small vessels under charter for the Falklands, the Ragnild now discharging for the Government, the Gaita and the Frigga, the first goes to Jamaica and the second to Mexico, both in ballast. In view of the difficulty experienced in getting Tallow away by the PSN steamers and the saving in expense, it would be advantageous if you can secure one of these, on return to the U.K. to load again for Goose Green and to take Tallow home. She could bring out either steam coal entirely, or steam coal and Canning material for next season, though of course it is preferable that she should load from a coal port and sail from there direct, if possible. This year we have had to send at the commencement of the wool season over 200 tons of material and 300 tons coal to Goose Green, which is extremely inconvenient. Then again, we shipped as late as ~~September~~ ^{December} 30th some 400 casks Tallow, the bulk of which had been lying here for over three months. Freight by sailer are higher, but steamer freights outward are also increasing, and the saving of the coasting freight and handling is a big sum. We could also fill a sailer with cargo for Stanley as we are very short of bricks, and require cement, lime, paraffin, and F.E. Cobb Esq.

Managing Director,

London.

432 per Oronook (20-1-13)

2.

would do with certain sizes of wood, window sashes etc. If two barrels could be got, one could be filled with stone and entirely, and the other with packing material and rough cargo for Stanley. By next mail we will endeavour to send the indent for packing materials for 1914 season, and also a list of rough cargo for Stanley.

3. Par. 3. I note all that you have written as to the rates of freight on homeward cargo, and quite see the desirability of avoiding a rate which would induce the B.N.C. to raise their homeward rate again. I think, however, that once they have conceded Sandy Point rates to us, they could hardly make the island rates any higher. I gathered from your 11/10/13 that you would not quote less than 40/- and 5%, but see from the correspondence with Mr Carpenter and Messrs J. L. Waldron Ltd that it is definitely fixed at 37/6 & 5%.

4. Par. 5. I had suggested to Mr Allan that the Glenogowan spars might be used for stringers for the Jockey, to use them for piles outside building, and they are unsuitable for driving. Some pointed shoes would be required and I do not quite see how one could make them.

5. Par. 6. As soon as we have completed the Annual Accounts a petition for the resumption of paying for George Beaks will be circulated for signature amongst the farmers. It was the Governor's intention to leave in March, but as Mr Best has been transferred to the Leeward Islands, the Governor cannot get away till May at the earliest, and now threatens not to take any leave at all this year.

6. Par. 7. There has not been time to consult with Mr Allen and Dr Wood as to the matter of his journey from Perth, and I feel sure that it will be better to go into it by the next mail; you will have learned that owing to the dressa having to call here, his stay in Montevideo was 4 days only.

7. Par. 10. It was most fortunate that the Luce took all produce that we had, although she was supposed to have space for

482 per Gross (20.1.18) 3.

only 200 tons. On January 1st I sent a wireless to Valparaiso asking for a cargo boat to call the fourth week in January for 800 tons and on the 4th received a reply that they could not send a cargo steamer, but had reserved room for 800 tons in the Orcoma. This is, of course, most inconvenient and expensive for us, and I thought at first of wiring back urging for a cargo steamer to be sent - we know however that three of these were passing homeward bound about the end of December, and the loss of the Orcoma will have curtailed their space, so the ~~only~~ only thing to do is to make the best of it and take what is offered. We have on hand 438 of our own bales and the Columbus will bring approximately 200 from Hill Cove, 130 Bonners, 70 Port Howard, and 70 Great Island (last seasons) discharging direct into the Orcoma. Our bales are in the two schooners and a lighter, and there remained the question of Mr Paake's Port Louis wool which has always been collected for the March sales. Mr Paake is particularly anxious for this to be sold this March, and I therefore sent the Samson with the Niared out for it. They left on the 15th and returned next day with 150 bales of wool and 4 of skins. I am aware that this is not desirable, as it is a risk and it is robbing the Columbus, but the case is so exceptional that some exceptional measure had to be taken. Mr Paake is one of our best clients and under the special circumstances you will probably not disapprove. The Port Howard wool was very late last year, and it is well to pacify them by getting 150 home early; as regards Port Stephens Mr W. E. Denn wrote me that he would like it collected for the March and May sales, but it is impossible for us to get everyone's in for March and I propose to collect it all for May. Last year I sent the Columbus there in February to collect part, but the Manager refused to ship any.

24. Jan 14. It is very satisfactory that Mr Salvosen has agreed to meet you on the question of the gross freight

432 per annum (30.1.13) 4.

earned by the Columbus. The discussion has been useful in many ways - we shall know in future how to act if one of our schooners were required to take out mails. I understand too from your explanation why 10 per cent is charged on £3000 instead of on the profit; it is really a preferential 10 per cent interest on the capital outlay, though to the uninformed it seems strange that £3000 being the total capital invested, depreciation should be calculated on £10,000 which is more than three times the actual sum.

9. Par.15. The payment of £10 per annum by the Doctor to the Darwin Bookkeeper for collecting his subscriptions dates back as you say to Dr Huxton's time, and was probably originated by the fact that he was a Government Official. The practice has continued ever since, and Mr Allen informs me that the man's subscription was raised from one pound to one guinea in order to reimburse the Doctor; I was not aware of this before. I quite agree that we are not under any obligation to collect the Doctors fees, but there is as you say the question whether it should not be part of the Bookkeeper's work to do this. I certainly think that he should do so without any extra payment. I mentioned the matter to Dr Wace, who said that he would be very glad to be spared the bother of collecting for £10 a year, though he would be better pleased if he could get it done gratis. If the Doctor chose to collect his fees rather than pay, the Darwin Bookkeeper would be compelled to draw a cheque twice a year for every man, and would thus have to do as part of his duty more than double the work of making cross entries, for which he is paid an extra £10 per annum. Moreover, all these cheques would pass through our Cash Book here, thus increasing the work of the Stanley Office. I suppose that we had better let the arrangement stand

492 per Orcoma (20.1.13) 5.

during the tenure of office of the present Bookkeeper, but when a new man is appointed, this ought to be part of his work. Dr Wace has had the option of collecting himself or paying the £10 and chooses the latter, Dr Foley's contention is he never had the option, but was told that he had to pay, and therefore has a grievance.

10. Par.16. The shortage of the sheepskins is a serious matter and a circular will be sent to all stations asking that particular care may be taken to declare the correct number. I assume that you will have compared the weight of Bonner's skins as per specification from here and as per the account sale to see if there was any corresponding discrepancy. Mr Allan is sure that they were correctly counted at Goose Green, and compared the totals with the number of sheep killed.

11. Pars.17 & 18. My later despatches will have placed you in possession of the details of the loss of the Grants; the wireless messages sent to the P.S.N.C. were at Captain Poole's request signed with his name although they were in reality sent from this office. For the first day or two we hoped to be able to get some of the Stanley cargo which was all in readiness for discharge, and if the weather had been in any degree moderate we should have been successful. As soon as we knew for certain that it was hopeless, a wireless message was sent to you, but could not be transmitted for a day or two owing to the atmospheres. The mutilated message was sent at the request of certain of the passengers - many others were handed in direct at the Post Office for persons in Chile and other places. Fortunately all mails were saved - letters in the Plym, and parcels by the Samson and one of the whalers. The impression that the mails had been lost must have arisen from the error in the transmission of a wireless

432 per Orcoma (20.1.13.) 6.

telegram of November 19th to the Pacific Company. This was sent as follows:-"Oravia total loss. Mails baggage passengers saved. Huanchaco took all steerage yesterday "Punta Arenas. Harding.", and was received at Liverpool on the 23rd as follows:-"Oravia total baggage passengers saved loss mails. Huanchaco took all steerage yesterday "Punta Arenas. Harding." The telegram was sent correctly by our operator and the alteration in the order of the words must have occurred at some intermediate station. Captain Poole made a declaration of Protest at Valparaiso and a similar one here as he passed through on the Victoria - copies of these will no doubt be obtainable from the P.S.N.C. He ought of course to have noted a Protest here, but it was overlooked; as he was staying at Government House I thought it had been done, but there was so much to think about and attend to that I forgot to ask whether he really had noted it.

12. Par.19. All our stations had been supplied with bagging with the exception of 800 yards or so for Walker Creek, but we had 5000 yards by the Oropesa in October to work upon, and were able to send 2000 to San Carlos South for Mr Bonner, which, in view of your telegram, was charged out at 10½d per yard. We have always kept a year's supply on hand; this season it was 800 yards short as mentioned above. I hope that this will be a lesson to some who put off the importation of their stores too late - for years I have preached to them about it, with little result. Stores cannot be sent from here under 2 to 4 weeks, and should therefore arrive about September as October to November is the slackest time for the Columbus. In November she has to call at several ports picking up the balance of tallow and skins and this is the most convenient time for everybody for sending out material; in December

432 per Orcoma (20.1.13) 7.

we expect her to bustle round collecting wool, and to have to ship stores out then means loss of time. I am glad to learn that you propose to purchase a good supply of bagging as soon as ever prices are reasonable.

13. Par.20. The salvage award for the Nuuanu is surprisingly good, and shews how very uncertain one's remuneration is for this kind of work. The strictures passed upon us in Mr Ince's letter of December 10th are hardly merited. In my despatch 408-14 I wrote "A statement of the Plym's services is enclosed and we leave it to you to decide whether (i) a separate salvage claim should be made, (ii) her claim presented with that of the Columbus, an agreement being made with Messrs Salvesen & Company as to the proportion, or (iii) make a charge here direct on the Nuuanu of say £70 or £100" I had only returned to Stanley from England less than two weeks, and with the Lafonia floating to attend to, another account of the Kinross-shire to make up, our time was very fully occupied, and we decided to await your reply as I mentioned that the Nuuanu would be here for three months. In acknowledging this despatch, no mention was made of the Plym, nor was it ever attended to by you. Her services, as far as actual work went, were really trifling, but were material to the earning of salvage by the Columbus and we thought the claim would be dealt with jointly. In any future case we shall know exactly how to act, but we hope the Samson will be the salving boat.

14. Par.21. I fear that there is not much progress to report as regards the wireless - it is evident as stated in last despatch that we shall have to wait for the Punta Arenas installation. The order given to the station at Cape Virgines to receive our messages has

432 per Orcoma (20.1.13)

8.

been rescinded, but I learn from the Governor that the station at Montevideo has now been registered, so that messages will be received there. This is a Telefunken installation and not as powerful as ours, the result being that they may hear our messages but are not always able to convey to our operator that they have been received. At times they can do so, and can send us messages. For instance, on January 1st I wired a message to Valparaiso and on the 4th received a reply via Montevideo (copies enclosed), but it is uncertain. It is evident that "atmospherics" are ^{more} ~~most~~ prevalent in this region than in many other places, and more so at certain times of the year, summer especially; we may be all right here and at Montevideo there may be atmospherics and vice versa. At the time of the Oravia wreck, our messages were picked up by a N.Z. steamer but were killed by atmospherics at Montevideo, and the Huanchaco received first news of the disaster from the N.Z. steamer. Another point that stands out is that we ought to avoid complicated coding; it is well to cable in clear either in English or Spanish, the latter probably being preferable as the operators on the Coast being Spanish are better able to piece messages together in that language. See for instance letter from Laclea & Stapledon acknowledging messages from Oravia passengers. These were despatched at the same time as ours which reached you in such a mutilated condition, and you will see from the last message, a long one in Spanish, was quite correct except that the word "milagrasamente" should have been "milagrosamente". Possibly the A.B.C. words might go through all right, but the complicated coding suggested in your letter of October 16th would probably be fatal, - see copy of correspondence with Lloyd's herewith on this subject. Our code words would be somewhat like theirs and a mistake of one letter would spoil the whole message.

432 per Orcoma (20.1.13) 9.

15. The Gaita finished discharging 280 tons of coal here on the 7th, left on the 10th, was delayed in Port William for some time, arriving at Goose Green on the 14th instant.

16. Mr Blake wrote me from Punta Arenas that he had consulted Mr Hobbs as to a 100 ton lighter, and was informed that it would cost £600 or £700 with an additional £100 for towing across here. This coincides with what I was informed there last year, and we came to the conclusion that it would be better to try for the Malvina or Hornet.

17. The Receiver of Wrecks agreed to delay selling the rams salvaged ex Oravia until I had a reply to my telegram, but as nothing arrived by the outward mail of the 11th December he thought that steps should be taken without delay. The expenses were mounting up, the period of quarantine would expire on December 11th and if they had to be sold, some long notice should be given of the intention so that more buyers could come along. I learned that the rams would fetch a good price, but thought that we should hold on to those for Port Howard, and agreed therefore that the 12 for Condor should be put up for sale. The expense of shipping them away would have been considerable, as we should have had to make pens for them. Mr Arthur Waldron wrote asking us to purchase for not more than £23 each, but the whole lot realised £282, which was over his limit, especially so if the additional expense of shipping them away had been added. They have been sold to Mr Allan (2), Mr Henry Waldron (2), & J.L. Waldron Ltd (4), Mr Packe (2), and Mr Felton (2).

18. H.M.S. Glasgow arrived here on the 17th instant for a stay of about three weeks. She brought a letter from Maclean & Stapledon, dated January 10th, communicating the following telegram from Valparaiso:— "Referring to my telegram of 2nd. please advise Falklands "Corcovado" will take wool instead of "Orcoma". "Corcovado should arrive Falklands end of January". This upsets the plans made

432 per ORCOMA (20.1.13.)

10

for shipping wool in the Orcoma, and renders all the work of putting into lighters and schooners abortive. We must endeavour to obtain a further 300 tons of space in the Corcovado as the Columbus will now have time to bring in a full load from North Arm before her arrival.

19. A copy of my letter to the Colonial Secretary, sending the usual annual accounts of the Darwin Telephone is sent herewith.

20. The Columbus returned on the 18th with wool from Hill Cove, San Carlos S., Great Island and Port Howard. At Hill Cove when boating wool off to the steamer a squall struck the raft, filled one of the boats and capsized everything. Six men were nearly drowned and 19 bales of wool lost in deep water. A boat from the Columbus just managed to save the men but the wool had sunk. From Mr Miller's letter there does not appear much chance of recovering without a diver. As this entails a loss of about £500 I am instructing Capt. Swanum to note and extend a protest, instead of sending a simple extract from the logbook. All documents will be sent by next mail.

21. Your telegram conveying the message to Mr R. Felton about ewes and rams was, I assume, sent on behalf of Mr Bissiere who wrote me from Montevideo - a copy of my reply is enclosed.

22. I regret to report a very serious accident to Dr. Wace on the afternoon of the 18th instant - he had left Darwin for a shepherd's house, and when about a hundred yards away from his own house was leaning over the horse's neck with a tight rein to do something to the headgear, when the horse reared, fell backwards and rolled right over the Doctor, fracturing the pelvis. Dr Browne got away from Stanley about 4.30 and rode right through to Darwin that night; the accident was so bad that Dr Browne feared at

432 per Orcoma (20.1.13) 11.

first that he had only a few hours to live. Yesterday, however, we had better news, Dr Wace was quite conscious and was able to explain and practically consult with Dr Browne and prospects are more hopeful. I have arranged for the Columbus to go to Darwin tomorrow evening with a nurse and the Surgeon of H.M.S. "Glasgow". Dr Browne cannot at present diagnose the full extent of the injury, as it is impossible to lift or turn Dr Wace; when Dr Gilmour of H.M.S. "Glasgow" arrives, they will be in a position to make a thorough examination.

Recovery from such an injury will take about six months, and Dr Wace would not be able to ride for another three months after that; we are therefore compelled to ask you to send out a Doctor, temporarily at any rate, for a medical man is indispensable, especially during the canning season; whether Dr Wace will ever be fit to resume the work it is at present impossible to say. I will cable you by the Orcoma via Montevideo, but will not decide on the exact wording of the message until the last moment. At present we have had no communication by wireless with her, the atmospherics being particularly bad for the past few days.

I am,

Sir,

Your obedient servant,

W. E.

ENCLOSURES.DUPLICATES. (Originals per S.S.Inca. Dec.30th.)

- Statement on Account.
 Specification and B/L per Inca.
 Letter to Managing Director. -Dec.25th.
-

ORIGINALS.

1. Store Indents No.461.
2. Dr.Wace's Indent for Drugs.
3. Remarks on Stores and Replies.
4. Stanley Wages Return. Oct.1. - Dec.31.
5. Camp Wages Return. do.
6. Normanna Whaling Company.- Account.
7. Manifest of Columbus - Voyage A 26.
8. Copy of Letter to Colonial Secretary & Telephone Acct. - Jan. 6th.
9. " Mons.Boissiere - Jan.14th.
10. " P.S.N.C. Valparaiso. - Jan.6th.
11. Copy of Correspondence with Lloyds.
12. " Wireless Telegrams.
13. Acknowledgement of London Telegram.
14. Mr Allan's Letter to Managing Director.
15. Shipping Report.
16. Remarks on Accounts and Replies.
17. Statement on Accounts.
18. Letter for F.E.Cobb Esq.

19. Copy letter from Director of Works, Ocean Salvage

432 Per Orcoma (21.1.13)

11.

(January 21st. Wireless message received 9.30am that Orcoma will arrive tomorrow morning).

First that he had only a few hours to live. The last two days brought better news, Dr Wace is quite conscious and able to explain and practically consult with Dr Browne, so that prospects are more hopeful. I have arranged for the Columbus to go to Darwin tomorrow with a nurse and the Surgeon of H.M.S. "Glasgow". Dr Browne cannot at present diagnose the full extent of the injury, as it is impossible to lift or turn Dr Wace; when Dr Gilmour of H.M.S. "Glasgow" arrives they will be in a position to make a thorough examination.

I feared at first that it would be necessary to cable you for a locum tenens, but hope that this may be avoided. If the injuries turn out to be very severe, recovery might take six months and it might be even longer before Dr Wace could ride. Should the injuries be not too severe, he will be able in a few weeks to prescribe for patients, and if a visit to any of the shepherds' houses is necessary, we can no doubt obtain the services of Dr Browne, as the new Colonial Surgeon will arrive in Stanley next mail. As regards cuts Mrs Wace is quite able to attend to dressing these, - on the whole, therefore, it is advisable not to cable you by this mail.

23. In paragraph 7 I reported that the PSNC, Valparaiso, cabled on the 4th that the Orcoma would take wool, and in paragraph 18, written subsequently, that on the 10th they cabled Monte Video that the Corcovado would call instead. This morning I received a wireless message from Captain Kite "Arrive Wednesday morning Port William - can receive all cargo." It is really impossible to work economically under these conditions - we have at present 588 bales of wool afloat, and this afternoon will fill the third lighter, making a total of about 700 bales. I intend to get these away in the Orcoma as it is doubtful if the Corcovado will be here soon enough to catch the March sales. When she does arrive we shall probably

432 per Orreana (21.1.13) 12.

have only 500 tons measurement instead of 800 and if there is any complaint of shortage you will be in a position to explain the reason.

24. A copy of a letter from the Receiver of Wrecks covering said claim from the Harbour Master for salvage services in connection with the wreck of the Oravia is sent herewith.

I am,

Sir,

Your obedient servant,

CORCOVADO.

8th February 1913.

433.

Sir,

I wrote last per Orcowa which left on January 23rd, and received per Orepesa yesterday your despatch 1114 and telegram "SCHISTIC RAMS SCHIAFNASE CONDOR HOWARD FENICIOS". I received on January 24th a wireless message from Montevideo "MANQUEMENT HANFRED RETHVAL SOUTH ORKNEY WIRE RESULT", and on January 26th a letter from Stubenrauch & Co., Punta Arenas, by the S.S. "Rio Gallegos" containing your telegram "RENOUVE" "MANQUEMENT HANFRED RETHVAL SOUTH ORKNEY WIRE RESULT".

2. Messrs Stubenrauch & Co. informed me that the PSNO had entered into a contract with a salvage company at Punta Arenas to salvage cargo ex Oravia at 70%. The S.S. "Gallegos" arrived here for that purpose on Sunday, January 25th, proceeded to the scene of the wreck on January 28th, and remained there until the 31st. Although the weather was very fine, they found that it was quite impossible to do anything owing to the swell which continually breaks just at the hulk, and divers could not possibly go down, and Captain Peddersen, who was in charge of the expedition, decided not to waste any time, and to abandon for the present any attempts to recover cargo. Should the wreck later settle down more, it might be possible to work.

3. I took advantage of the presence of this steamer with divers to make an effort to salvage the 19 Bales wool reported by last mail as having been lost at Hill Cove, and made a

F.E. Cobb Esq.,

Managing Director,

London.

433 per Corcovado (8.2.13) 2.

contract with Captain Pedersen to try and recover those on his return journey to Punta Arenas. The remuneration is agreed at £10 per bale for every bale landed at Kill Cove Jetty. I have not yet heard the result.

4. All the lifeboats salvaged from the Gravie were sold by auction on the 6th instant, and on the instructions of the PSNC, Valparaiso, were bought in by us. Five lifeboats were shipped by the Oropesa to Valparaiso, and the remaining 2 and 4 collapsible boats will be shipped by the Corcovado to Liverpool.

5. H.M.S. "Glasgow" left today for Punta Arenas, after a stay of three weeks. I am glad to report that we sold her 200 bags of Chilean Flour, although they would much have preferred Australian, like last year. A draft for £325. 2. 0 on the Accountant General of the Navy is sent herewith.

6. The Gaita returned to Stanley on the 2nd and sailed for Mexico on the 5th. The discharging at Goose Green took more than the lay days allowed, but we were able to avoid any claim for demurrage by obliging the Captain with the loan of scows and labour to get his ballast. He has drawn the sum of £35 here, and we are requesting you to settle the balance of freight in London.

7. I enclose copy of a letter to the Colonial Secretary applying for the continuation of the Goose ordinance, which has been circulated for signature of the sheepfarmers.

8. The American Brigantine Yacht "Carnegie", with a scientific party on board, has called here for a stay of three or four weeks; the "Carnegie" is described as of the "Carnegie Expedition of Washington". I do not at present know what particular branch of science they are engaged upon - they take meteorological observations on shore daily. Mr Peters, who is in charge of the Expedition deposited with us a draft on the Anglo South American Bank Ltd for £97.10.0, and the

438 per Guayaquil (8.2.13) 3.

Inform me that he may want more funds. The enclosed copy of letter from Messrs Brown Brothers of New York states that Mr Peters holds a letter of credit from them, but he tells me that this is in his private capacity and that he would give a cheque on the International Bank of New York for any further disbursements. The yacht proceeds from here to the Cap.

9. I am glad to be able to report that Dr. Auer is proceeding very satisfactorily. The Fleet Surgeon of H.M.S. "Albatross" tells me that his ultimate recovery is quite certain, though it will of course take a long time. Should he continue as he is doing, he should be about in some ten weeks from the accident and will be able to ride short distances within three months.

10. The Guayaquil arrived only on the morning of the 7th, a few hours after the *Proposa*, and we were not able to do much towards the loading till the next morning. There seems to be no probability of her cargo being sold in the March Sales, and I think it as well to enclose a memorandum showing exactly what has been done from day to day as regards collecting wool for the sales and making all possible arrangements for getting it home in time. I know that both Mr Blake and Mr Bower will be very busy appointed, but it will be seen that this is not due to any want of precaution here. Specifications and Bills of Lading are enclosed. I am cabling via Rio "SABADO".

I am,

Sir,

Your obedient servant,

435 per Concevado (3.2.13)

ENCLOSURES.

Duplicates. (Originals per Orcoma, 22nd January 1913)
 Despatch No. 432
 Store Indents No. 461
 Remarks on Stores
 Coasting Insurances
 Mr Allan's report, January 16th
 Stanley Wages Return, December 31st
 Normanna Whaling Company - Account.
 Statement on Accounts
 Remarks on Accounts.
 Copy corres. with PSNC, Valparaiso.
 Specification and Bills of Lading per Orcoma.
 Letter for F.E. Cobb Esq.,

ORIGINALS.

1. Store Indents No. 461 (one sheet omitted last mail)
2. Manifest of Columbus cargo, Voyage A. 27.
3. Memorandum re collection of wool for Concevado.
4. Copy letter to Colonial Secretary re Cease
5. " to PSNC, Valparaiso, Jan. 25th.
6. Copy of corres. with PSNC, Liverpool re certificate "Oravia"
7. Copy of letter to Braun & Blanchard, re salvage of wool.
8. Copy of letter from Brown Brothers, New York,
- 8a. Particulars of draft on Accountant General H.M. Navy
9. Shipping Report.
10. Statement on Accounts, with draft and cheques.
11. Specification and Bills of Lading per Concevado (sent under separate cover).
12. Specifications: -

	<u>Wool.</u>
N A	861-860
H C C	76
JH	125
SI	36
JLW	216

ORISSA.
434.

17th February 13

Sir,

I send herewith the accounts for 1912, shewing a nett profit of £47,890.17. 9 as compared with £54,126.14. 0 for 1911, a decrease of £6,235.16. 3, accounted for mainly by the drop in the Farm profits. We must remember too that the Bonus, amounting to £1400, which was granted by the Directors in respect of 1911 was brought to account during 1912.

2. FARM ACCOUNT, £41,643.15. 4, a decrease of £4,209.11. 5. Roughly speaking, wool realised £1500 less, and the receipts for Tallow credited in 1912 as compared with 1911 are £2400 less.

3. STORE ACCOUNT, £6602.13. 6, an increase of £110. 9. 2. During 1912 we had to bring to account the £400 due to the Store for coal consumed at the Canning Factory, and there is a further item of £200 representing extra insurance recovered on the shipment lost per "Oravia". Against these credits we may place £110 charged to Store for share of the Bonus. Eliminating these amounts the accounts shew that there is really a drop in the profits as compared with previous years; we are continuing to charge out deliveries to our own departments at a very small profit, and have been careful, perhaps over careful, not to overestimate the value of the stock on hand. In the stock sheets for 1912 we have added to the invoice cost for freight and charges only 7½% on drapery goods as compared with 10%, and 10% on hard woods as compared with 20%, as I consider that the percentage in previous years was too high. The stock of stores on hand is £6600 less, and is brought back to the normal figure of

F.E. Ccbb Esq.,

Managing Director,

London.

434 per Orissa (17.2.13)

2.

previous years. Sales and deliveries for the last three years are as follows.

	Sales.	Deliveries.	Total.
1910	27128	13065	40193
1911	26778	13880	40658
1912	28754	13050	41804

We have really not been able to keep a separate account of the Drapery Store; an attempt was made at the beginning of the year, but with alterations in the staff I found that it was impossible to keep reliable data.

4. COMPANY'S SHIPPING, £324. 9. 0., as compared with a loss of £54. 7. 3. In 1911 this account had to meet an extraordinary item in the shape of heavy repairs to the Plym and in the year under review becomes normal again. In the latter part of the year we were able to do a fair amount of repairing work to the lighters. There is still a good deal to be done in this way, and the £150 due to the Plym for salvage of "Nuuanu" will come against that in next year's accounts.

5. SAMSON. You will see that the debit balance of £275.12.0 has been brought down, as this seemed the simplest way of dealing with the account. Credits for salvage of the "Marco Polo" and from the PSNC for work in connection with the "Oravia" are due - we cannot form any estimate at all of what these amounts are likely to be, and have consequently brought the balance down

6. SCHOONERS. Lafonia, Profit £492.12. 3. Gwendolin, Loss £131. 5.10. The former took up the coasting work during the absence of the Columbus at Montevideo; to put a schooner in commission for a short time only is expensive, but the largely increased coasting freights enabled her to shew a substantial profit for the short time she was running. The Gwendolin has been laid up for the whole year, and therefore shews a debit. If we have two vessels laid up we shall have to face a fairly big loss, for they have to be kept insured, and to minimise deterioration, labour has to be expended on cleaning and general upkeep.

434 per Orissa(17.2.13)

3.

7. INTEREST AND COMMISSION, £2763.19. 9, an increase of £1742.15. 6. We have credited to this account the sum of £1027. 5. 9 received from Messrs Salvesen. Owing to the delay in getting so much of the Clients' produce home, their accounts shewed heavy debits and consequently incurred higher interest than usual.

8. MAIL AGENCY, £671. 2. 4, a decrease of £130.11. 2. The year 1911 shewed an unusual increase in the average profit of this account, which for the last five years is £650 per annum. The loss of the Oravia entailed a diminution of receipts for landing charges on all her cargo, and our credits from the Head Office for commission on homeward freights amounted to £297 only as against £425 in 1911.

9. BUILDINGS. The Directors will be prepared to find that the total expenditure on Buildings is higher on account of the further additions at Goose Green, which this year have been passed to Head Office. In 1911 we left the expenditure on Canning Buildings in the Canning Account. The amount written off for repairs is likewise higher than last year, but not much above the average, the amounts for the four years 1909/12 being £1810, £1822, £1260 and £1826 respectively.

10. CONSUMPTION, £374.17. 9 and GENERAL CHARGES £169. 7. 0. a total of £544. 4. 9, shew a decrease of £70, but the amount expended under these heads in 1911 was above the average.

11. STANLEY WAGES, £5831, an increase of £270, which will be not unexpected.

12. CANNING. We have drawn up accounts giving all details possible from the information we possess, and you will find enclosed an abstract of the account and a classified return of materials. This return gives in separate columns the quantities on hand on January 1st, items invoiced out during the year from Stanley, and materials charged direct from London. These last came out in four different shipments, and we thought it would

434 per Orissa (17.2.13)

4.

be convenient in drawing up the returns to shew the landed cost of the individual items. We also understand that you would desire that the Canning Account should not be weighted with items belonging more properly, perhaps, to Plant and Utensils and Buildings, and the return details the items transferred to those accounts. Probably our classification is open to criticism and you may consider that some of the items charged to Plant and Utensils account should have been paid for from the Working Account. A good deal of this will be used in the setting up of the Digesters, but whether all will be utilised we do not know. As Weiss will be in Stanley shortly, I propose to go through these accounts with him. You will see from the detailed working account that we have transferred the proceeds of all produce, taking credit for the estimated value of that remaining unsold at the end of the year.

ON THE DEBIT SIDE. WAGES. The total figure given us by Mr Allan from the Darwin Books was £2433, of which we charged £60 to Plant and £250 to Buildings. We shew separately the proportion of Mill's salary, payment on account of the electric lighting work, and the amounts due to Hitchcon and Redman. There are also sundry passages and charges, and also the item of £606.11. 0 for the purchase of sheep from outside farmers. The total debit for materials is £2461.14. 9, as per detailed list - the tinplate spoiled has been omitted from the stock on hand, and therefore swells the total cost of material utilised; what is quite useless can be shipped home with the clippings when a favourable opportunity occurs.

The account shews a credit balance of £6167.19. 4 which in accordance with your instructions is transferred back to Farm. The accounts are as complete as we are able to make them, but in gauging the results various allowances have to be made, namely: we have had to bring forward from the previous year a debit balance of £177 and the credit for proceeds of 332 cases of

434 Per Grama (17.2.13) 5.

Mutton produced in the previous year, wages paid to Hatcher and Redman belong to 1911, the expense of tinplates is higher on account of writing off the loss through damage, and I should hesitate to guarantee the absolute accuracy of the figure given for wages. The employees on the Farm must be interchangeable, and it is difficult to apportion the wages exactly between Farm and Canaling Accounts. Mr. Alford and Mr. Weiss are alive to the desirability of keeping an accurate account this season, and it will be interesting to compare the figures of next year. For the above reasons the accounts can hardly be implicitly relied upon as a criterion, but I feel that a fair start has now been made towards collecting statistics and figures that will enable the Directors to judge the result.

I am,

Sir,

Your obedient servant,

434 per Orissa (17.2.15)

ENCLOSURES.

Balance Sheet
 Profit and Loss Statement
 London Office Cash Account
 Statement of Items in Deposit Account
 Inventory of Stores at Darwin Harbour
 Inventory of Stores at North Arm
 Summary of Stock, East and West Stores.
 General Summary of Stock on Hand
 Balances due to and from men in Camp
 List of Consumption Stores on Hand
 List of Building Materials on Hand
 List of Fencing Materials on Hand
 Copy of Stanley Cash Book
 Copy of Stanley Journal
 Cash Voucher, West Store
 List of Store Debtors, with remarks
 List of Butchery Debtors
 Particulars of Addition to Furniture
 Particulars of Addition to Plant
 Canning Factory. Abstract of Account
 Detailed account of materials
 Details of direct shipments
 List of materials on Hand
 Extra copies of returns
 Weiss's inventory in original
 Details of Closing Entry re Insurance premiums
 Auditors' Certificates

Abstract of James Account

ORISSA.

17th February 18

435

Sir,

I wrote last per Corcovado which left on the morning of Sunday the 9th instant; a heavy gale came on during the afternoon of the 8th, and she was compelled to remain until it had subsided.

2. Par. 1114-3. The Quarantine Ordinance, which has been in force since 1908, provides that "every infected, suspected or "healthy ship arriving in the waters of the Colony shall fly "the usual Quarantine or yellow flag." According to the definitions in the Ordinance a "healthy" ship means a ship which although having come from an infected place has had on board no death from, nor any case of, infectious or contagious diseases, either before leaving the port of departure or during the voyage or on arrival. From this it would appear that it was not the intention of the framers of the Ordinance to insist upon the hoisting of the flag in the case of a vessel with no sickness on board coming from a non-infected port, but I think it is now regarded as a universal rule or custom to hoist the yellow flag as a signal that the vessel requires pratique. Although the Ordinance has been in force for over four years no Master has hitherto been prosecuted for not hoisting the flag on entering Port William, and the Health Officer has always boarded a new comer in the ordinary way; if the Government here wished to carry out the strict letter of the law, some notice should have been given of that intention before inflicting a fine. In most of the cases the flag was actually hoisted

F. E. Cobb Esq.,

Managing Director,

London.

435 per Orissa (17.2.13)

2.

either when just through the Narrows or when on the point of dropping the anchor; but in spite of this the Magistrate inflicted a fine, his contention being that "waters of the Colony" means the 3 mile territorial limit. The Ordinance is identical with that in force in all Colonies, but in other places is administered by a Magistrate with legal training, which doubtless makes all the difference.

3. Par. 8. Lellman had to remain in Buenos Aires for over four weeks, and was told by the oculist at the Hospital that he would undoubtedly have lost the sight of his eye if he had not gone there. He was not able to work for some time after his return and lost in all 13 weeks work; the eye is still bad and he is only able to see up or down, not straight ahead, but the sight is improving gradually. He gave me the enclosed account of the actual expenses incurred - his brother had to accompany him; hence, the total includes two return passages. I should be glad if you would send out 2 dozen eyeguards, as suggested, as the carpenters are getting rather alarmed. Would it be possible for them to insure against accidents in some Insurance Company? I understand that the General Accident Company does not do any foreign business, but there may be some other that would, and I fancy that some of the men might take out policies.

4. Pars. 9 and 16. The commendation of the Directors of the PSNC in regard to the Oravia is much appreciated by all here. As regards the Company's remuneration, I had better wait and hear the result of Mr Connell's interview with the PSNC. If you still require a full statement of claim, this can be prepared later; the despatching of the Corcovado and closing of the annual accounts has fully occupied our time this mail. Crew. At the time of writing by the Oropesa, I was not aware of the following special clause in the Articles of the PSNC steamers:- "Each member of the crew further agrees to be transferred "to any of the Company's steamers abroad if required by the

435 per Orissa (17.2.13) 3.

"Master; also that if from any cause the ship cannot sail on the day appointed, or should the vessel put back through accident, the crew shall if required be transferred to any other vessel taking the place of the vessel herein named, at the same rate of wages and in the several capacities herein named." The Shipping Master was likewise unaware of this, and intimated that he would deal with them in the usual way as DBS - naturally, he wished to secure his fee of 2 1/2% on the accounts, but when his attention was drawn to the clause by an official letter stating that they would be transferred to the Orissa, the question was settled. This raises a point in connection with the salvage of the rams; in reporting this I forgot to mention that several members of the crew went down to the Oravia with Captain Thomas on November 14th to assist in salvaging anything that could be got, and these have put in a claim for their services in a letter to the Receiver of Wrecks, copy enclosed. If they were still in the service of the PSNC, receiving pay and being boarded and lodged at the ship's expense, were they not bound to do all possible to save cargo? If so, they would have no legal claim to participate in salvage, and it would seem to be a case for a douceur only.

Cargo Telegram. The message to Company, Stanley "Is Stanley cargo lost" might have come from the PSNC or from one of the shippers, of whom there were no less than sixty. I had before six days before sent a wireless to you asking you to repeat the Oravia shipment, and could not tell whether this was in reference to that request or not.

Captain Speranza did not intend including in his article anything on the subject of the administration of justice here, but stated that he proposed to write something later, as he frequently contributes articles to the Times South American Supplement. He, with other passengers, had interviewed the Governor with reference to the fine inflicted upon Captain Thomas, and wanted first to know the result of their action.

435 per Orissa (17.2.13) 4.

before committing himself to paper on that subject.

5. Par.10. Mr Hansen, the Manager at New Island, came to Stanley a few weeks ago, and informed me that they were getting on well with the slip at New Island, so that there should be no difficulty in getting the Samson hauled up there some time this Winter or early in the Spring. We were fortunate in the tide when she was beached to rivet a good sized patch over the hole made by striking the Billy, and of course took advantage of this to chip and paint as far down as possible. The lower plates are in much better condition than we anticipated, the worst being those at the water line. You will recollect that we were considerably alarmed at the condition of the rudder plates three years ago. I think these must have been steel and undoubtedly they suffered far more than the shell plates, which are iron, whether from the action of the water or not I do not know. We will send samples of both Stanley Harbour water and Goose Green water by the next cargo steamer for analysis, - I would rather wait until we have had a heavy downpour of rain here so as to be able to send you seawater with a fair proportion of peaty fresh water in it, as I suspect that that may have something to do with the effect on iron and steel plates. The Samson ought to be good for some years yet. We are able to get the Plym fairly high up at spring tides, but rarely are able to see right underneath; she is kept at the moorings as much as possible instead of tying up between the hulks.

6. Par.11. We have credited Interest and Commission Account with the amounts paid by Messrs Salvesen, and trust that this is in accordance with your wishes.

7. Par.12. Mr Blake will have no doubt written you direct as to his personal experience of the Columbus. She had to remain here a week to replace two stays in the boiler, caulk the new patch and do some other repairs. The engines are in fairly good condition, but always want some repair. We hoped to have been

435 per Orissa (17.2.13)

5.

able to also repair one of the upper shell plates which is being torn away by the boat davit, but this could not then be attended to. Captain Saanum has written to Mesars Salvesen about her condition, and there is little doubt that it must be pretty bad. He told me that he is not easily scared, but he is really now becoming alarmed. McNicoll said fifteen months ago that the boilers were "done" and this is about right; I suppose they are of the same age as the ship, nearly 18 years, which is considerably beyond the age of boilers generally, and I admit to being in a constant state of apprehension as to whether each trip is to be her last. I feel that all we can hope for is that she will hang on until all the wood is in. If we had anything else to fall back upon it would not be so bad, but the only person available for running a schooner is Captain Thomas. Rowlands might yet manage a trip or two, but is really too old now and the men do not feel able to trust to him. I am not a croaker, but if something is not done quickly towards replacing the Columbus we are simply courting disaster.

7. ^v Par. 15. No doubt you will be able to send the balance of the 50 tons of Coal asked for, and we shall be able to hang on all right until the Frigga arrives. There seems to be a fair number of small sailers yet, for the "Laura", a small Bka, is now on her way out here with cargo for Williams and the Government, making the fourth small sailing vessel recently chartered for here.

8. The S.S. "Tioga", whaling factory belonging to the Sociedad Ballinera Christensen & Co., was totally wrecked at the South Orkneys on February 4th; she was moored with both anchors, but in a very heavy gale was blown ashore in spite of steaming full speed up to the anchors for some hours. All the crew came here in their two small whalers which have returned to Corral with the Chilean sailors. Some 14 Norwegians who have to be repatriated leave by this mail for Norway. The Government have received a wireless message that the sailing ship "Pisagua" has also

435 per Orissa (17.213) 6.

been wrecked. I had intended before writing to you on the general subject of advances to Whaling Companies, for it seems to me that the time has arrived when we should have some guarantee or at any rate some understanding. You wrote that Salvendy thought that whaling was being overdone, and in view of the two abovementioned losses, insurance rates are likely to be increased. I have obtained from the Government a list of all Companies operating, with names of Managing Owners, and send you a copy. The Sociedad Ballenera Christensen & Co. is not on this list, and it appears that they are working under the licence granted to the Pacific Company. One of the Managers told me that he doubted if any more Companies would be formed as the Norwegian Banks are inclined to draw in their horns.

9. A telegram from the Bethval Company's Manager was brought up by these whalers, and has been transmitted to Hamfred, Christiania.

10. A copy of a letter from the Colonial Secretary in reply to mine sending the Darwin Telephone accounts is enclosed. The Governor suggests that more facilities might be afforded to the Public at Darwin for using the line - I have no doubt that they are deterred by the necessity for speaking from Mr Allan's office, and it might be useful to have an extension to the Book-keeper's office attached to the Store. If you approve, will you send out a switch - probably a common one would suffice, and we need not go to the expense of an inter-through switch.

11. In paragraph 13 of my despatch No. 432 line 18, the words "attended to" should have been typed as "alluded to". I regret that this clerical error was not corrected at the time, and apologise for not having noticed it when reading through the despatch before signature.

12. After closing my despatch per Corcovado, Mr Peters of the American Yacht "Carnegie", brought a cheque for £500 which we were able to send to you by the Corcovado.

13. I am glad to be able to report that the S. S. "Pallagoe"

435 per Crissa (17.2.13) ?.

succeeded in salvaging 14 bales out of the 19 lost at Mill Cove. She arrived there on an exceptionally fine calm day, without which nothing could have been done. Even so, they could find no trace of 5 of the bales, and it is evident that if this work had not been attended to at once, none of the bales would have been recovered. Mr Miller writes that he has spent money and is attending to the drying and re-baling, and that the cost of this will be 30/- per bale. The charge for those dried and re-baled last year was £1 per bale, but he tells me that this really did not cover the expense, and I should regard a charge of 30/- as not unreasonable.

14. As promised in despatch 432-3 by last mail an assortment of rough goods suitable for a sailing vessel, including material for Goose Green season 1914, is sent herewith. It is difficult to gauge the amount of the latter as it is uncertain how many sheep will be put through this year. Would you let me know

from mail to mail what prospects there are of having these goods in order that we may regulate our orders accordingly. If you succeed in chartering a sailer would you send a telegram. I might mention that we have found it necessary to order a fair quantity of scattlings; all that we had by the Dispatch has now gone - the Government purchased a fair quantity, and has been used for Darwin buildings, and there has been a good sale amongst clients and in Stanley.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

ENCLOSURE ORIGINALS per GOVERNMENT S. 17.

Despatch No. 432

Store Indent No. 440 (sheet omitted)

Record of Exchange No. 510 on App. General Military Expenses

Specification and Bills of Lading, and pass per Government.

ORIGINALS.

1. Store Indent No. 432
2. Doctor Wade's Indent
3. North Arm Indent
4. Dean & Anson's Indent
5. Coasting Insurances
6. Carpenter & Hellman's note of expenses etc.
7. David Earle's record of service
8. Correspondence (copy of) with Col. Secretary re Darwin Telephone
9. Copy of letter to Pinto Basto & Co.
10. List of Whaling Companies operating in Colony
11. Rams per Oravia, - list of crew engaged in salvage of
12. Mr. Alien's Report
13. Shipping Report
14. Remarks upon Accounts.
15. Statement upon Accounts
16. Letter for W. S. Cobb Esq.
17. Copy of telegram homeward, - February 17th
18. Statement of rebate of P.S.N.C. freight

The following accounts current:-

Helmsted & Blake, Ltd. with 2 press copies		
J. L. Waldron, Ltd	"	1 30.
Earle & Company	"	1 40.
Isabelle Toland Assoc.	"	1 50.
R. J. Colquhoun	"	1 20.

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COPIES OF CLIENTS' ACCOUNTS CURRENT.

Bertrand & Felton	Pocke Bros & Co.
Baillon & Stickney	Dean & Angon
Stickney Brothers	Mrs C.H. Williams
Henry Walaron	Arthur E. Felton
H. & G. Cobb	Spencowell Island Company
Vere Pocke	Estate of J.O. Felton
Mrs T. Robson	A. Pitaluga
Geo. Bonner & Co. Ltd.	W.D. Fenney's Estate
David Smith	Mrs M.A. Smith & Sons
A. F. Cobb	Mrs C. Hanson
Mrs Geo. Scott	Joseph Robson's Estate
C.C. Wesell	Morrison & Grant
C. Bender	S. Browning
H.J. Pitaluga	

EXPENSES AND LOSSES IN CONNECTION WITH "ORAVIA".

WAGES PAID.SAMSON.

	Ordinary Time.	Overtime.	Double Time.	Total
Capt. Thomas (Master)	5 days @16/-			4. 0. 0
P. Mills (Engineer)	5 " "15/6			3.17. 6
G. F. Atherton (2nd. Engineer)	49.10 " 10d	38 @1/3	6@1/8	4.18. 6
R. Atkins (fireman)	49.10 " 9d	38 "1/1 $\frac{1}{2}$ 6	"1/6	4. 8. 8
A. J. May (fireman)	49.10 " 9d	30 "1/1 $\frac{1}{2}$ 6	"1/6	3.19. 8
Boatswain	51.20 " 10d	27 $\frac{1}{2}$	"1/3 6"1/8	4. 7. 2
Men	411.30 " 9d	64 $\frac{1}{2}$	"1/1 $\frac{1}{2}$ 84@1/6	25. 7. 2

PLYM.

J. Evans (Engineer)	133.10 " 10d	65	"1/3 13 $\frac{1}{2}$ @1/8	10.14. 9
Men	267.30 " 9d	83	"1/1 $\frac{1}{2}$ 30@1/6	16.19. 0

£ 78.12. 5

LOSSES. The boats were two which were taken down on the night of the wreck. I am sure that in the memorandum detailing what happened that night, I reported then that the Plym towed a couple of baots out - unfortunately, all copies of this were sent away and I am unable to refer to it. The Plym got away that night before the Samson and I considered it prudent to tow a couple of boats with us; another boat was manned and being rowed out, this we took in tow. For all I knew the Oravia might have struck the East side of the Billy, and had this been so, it is quite certain that she would have heeled over to the Eastward and in all probability would have gone down in deep water. The boats on her starboard side could never have been lowered and three extra boats manned by persons accustomed to handling them might have been the means of saving many lives. The last ship that struck there broke up in less than 5 hours and we had not forgotten the story of the "Titanic". By the time we reached the

2.

Oravia the passengers were being got into her own boats, and the ship herself was upright. The wind had got up and one of the Oravia's lifeboats crowded with women and children was drifting helplessly - I therefore took our boats alongside two of the whalers which were at anchor and picked up the lifeboat full of people and put them on to a whaler. Our boats were fastened to the stern of the whalers, and during the heavy gale that night two got adrift. The whalers' crews apparently took no care whatever of the boats and they were lost altogether. These boats were two of the best boats built at Connah's Quay, about 24 feet long and had a full complement of oars and rowlocks. They were therefore worth quite £30 each. If the PSNC want further testimony as to the boats, I will obtain a sworn statement from Mr Thompson, who was on the Ply that night.

The Samson's lifeboat was damaged when she was alongside the Oravia, taking off passengers' baggage. There was a big swell at the time and the boat was crished. It has not been repaired yet and the rough estimate of £10, which I gave at the time, is far too low, and we shall certainly not be covered by that figure.

The following details the work done by the Samson and Plym. Actual wages were as per above statement, £78.12. 5, this includes wages paid to men who had to handle the baggage. Capt. Thomas and Mr Mills have been promised something extra for working all night and overtime, and I suggest that at least £10 be added for this to the figure given to the PSNC. In the claim on the PSNC for maintenance of passengers £32 has been charged for the Plym.

The names of the men on board on the night of the accident are, as follows:-

<u>Samson.</u>	<u>Plym.</u>	<u>Manning Boats.</u>
Capt. Thomas, in charge	H. Jones, in charge.	F. Kiddle
P. Mills, Engineer.	J. Evans, Engineer	C. Enestrom

3.

G. F. Atherton, (2nd Engineer)	A. Nilsson	J. Ratcliff
R. Atkins, fireman	J. Lanning	H. Williams
J. May, fireman.	W. A. Harding.	W. Wade
A. Pettersson, boatswain.	W. A. Thompson.	H. Ratcliff
A. Sedgwick	L. V. Oswald	G. Osborne
T. Lanning	V. A. H. Biggs	A. M. Berntsen
W. B. Dixon	J. McNicoll	J. Alazia
A. Husband		

SAMSON.

After saving passengers, brought luggage on shore, also crew and their effects. Salved certain articles. Was rendered hors de combat on November 13th, and a temporary patch, secured with 2 $\frac{1}{2}$ " bolts, was pu on the plate. On November 15th was floated again and proceeded to the wreck with a lighter - the 1st and 3rd officers and some of the crew went down with her, the object being to get beds and bedding for the crew, if possible. Neither the Samson nor lighter could go alongside, but they succeeded in getting on board and salved rams which were brought up by the Plym. Various other ~~gear~~ things, ship's gear, barber's shop goods etc. were put on board the Samson and brought to Stanley. On the 16th all this was landed. On November 18th Samson took all Oravia steerage passengers with their effects to the Huanchaco. On November 19th Samson again went down to the Oravia, but it was impossible to approach her. Next day as the tides were making towards new moon I had her lightened by emptying bunkers etc. to get her high enough up to rivet a patch on the damaged plate. This was completed on the 26th and next morning she was floated off in time to attend to the Oropesa. Next day she took all Oravia passengers to the Oronsa, with baggage.

Had it not been for the accident she would have been able during the period November 20th to 26th to have salved other articles from the Oravia, the weather at that time being much more favourable. Small cutters during that time brought various

4.

things from the Oravia.

FLYM.

After salving passengers occupied daily taking provisions and coal to the Quarantine Station:also taking officers and witnesses for Court of Inquiry, and liberty men backwards and forwards, (this latter involving overtime, as invariably some of the liberty men were drunk). Assisted taking passengers, mails and baggage to Huanchaco and Oronsa.

Stanley. 13th March 1913.

Oropesa.

March 17th

13.

436.

Sir,

I received on the 5th instant by the Oronsa your despatch No. 1115.

S. 1115 - 2. Owing to a good peat season we shall hold out all right for house coal, as we have been able to send Mr Allan the 20 tons ex Oronsa. The cargo per Frigga should last us nearly two years, and if you are able to charter another sailer she should bring steam coal. The Gaita's cargo of steam coal was divided between Goose Green and Stanley - that at Goose Green will all be used up this season, and we have had an enquiry by wireless from the South Shetlands as to whether we can supply bunker coal to some of the whalers. I replied that we could supply 150 tons, and if they take anything like that amount our stock will be much reduced. I think that we might well send a whole shipload to Goose Green so as to give them two years' supply at once, instead of having to send every year. If you charter a vessel for Stanley and part Goose Green, the freight is about 30/-, and it seems to me that we might just as well for our 30/- a ton send two years' supply there; presumably a sailer for Stanley only could be chartered for about 25/- only. The Captain of the Ragnhild seems to like the Falklands and there would be no risk whatever

F. E. Cobb Esq.,

Managing Director,

London.

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in chartering her ahead and sending steam coal.

3. Par.3. Mills says that when he went to North Arm first, he was not asked to report upon anything but the boiler; as he has now gone to Goose Green to make the necessary alterations to the electric light and examine the Canning boiler, I have suggested that he should go on to North Arm and look at the engine and hydraulic pumps. Messrs Hayward, Tyler & Co in their letter put the matter in a nutshell - they say that the pumps are designed to give a pressure of $2\frac{1}{2}$ tons per square inch and they believe they are still capable of this - so do I, but there is no doubt that we have worked them all at considerably above that. Levers 6 feet long were supplied for working the pumps and we have gradually increased the length of these to something like 9 feet. From the statistics of bales which you sent me about 5 years ago we know the average weight of wool pressed into a cubic foot in that year, but as our wool has latterly been shipped on weight rate we have no figures giving the measurements of the bales since then. Assuming that they are the same as in 1907, the following table will be of use:-

Under the old scale to secure the weight rate			
we had to press into 1 cubic foot			22.4 lbs
Under the new scale this is reduced to			19 "
Average measurement per bale			
in 1907.	D.H. 29 c.ft.	N.A. 30 c.ft.	W.C. 28 c.ft.
Lbs per Cubic Foot per bale			
in 1907	24.2	25	25.6
Lbs per Cubic Foot per bale			
in 1912/3	23.6	22.2	24.8

Mr Allan had to put the box up twice at North Arm this season, for he found that without this they could only get about 600 lbs into the bale; at this rate the total number would

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have been considerably increased, involving a large expense of extra bagging. Now if we had a pressure gauge registering up to 4 tons or so I should have liked Mills to put up some bales and test the actual pressure required for pressing from say 20 to 24 lbs per cubic foot, but unfortunately we have no such pressure gauge. In all probability it would be found that considerably more than $2\frac{1}{2}$ tons per square inch has been exerted. It seems to me that some such data should be obtained, so that when you require a new press you would be able to tell the manufacturer exactly what strength you require, for you might ask for $2\frac{1}{2}$ tons per square inch and find that this is not nearly enough. Of course, what we want to get at is what is the most economical way to bale, and in connection with this have to consider several points. The wool must be pressed sufficiently tightly to secure the most favourable rate, with lowest possible number of hands, and with minimum wear and tear to plant - baling must be done rapidly enough to keep pace with the shearers, and we want to keep the actual number of bales as low as possible to save bagging, which is now an expensive item. I think that another year we ought to have a gauge that will enable us to obtain actual figures.

4. Par.5. It will be convenient to give Kelway pension at £54 per annum; he continued working after the end of the year, and will begin his pension after the end of this quarter.

5. Par.6. Wireless messages are passed through the Cerro station but are by no means as satisfactory as those passed through Rio Grande do Sul. I understand that the operator at the latter place is more conversant with English and is a more complacent individual to deal with. A good deal apparently depends on this, as I was told that the operator at Cape Virgins once spent a whole afternoon firing off "Will you hold your tongue for five minutes"? During the morning he got only as far as "Will you hold" - he must have picked out

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the phrase from some conversing dictionary - what he really wanted to say was no doubt "be quiet" for five minutes. It was done to "jam" our operators, - you will no doubt have seen the expression before the Marconi Contract Commission.

6. Par.7. The Governor has not said anything further about the increase of labourers' wages - I do not know what rates they actually pay.

7. Par.11. Lists of those who were on the Samson and Flynn and of men who worked at the time of the Oravia wreck are sent herewith, together with a return shewing wages paid and the work done. In our account against the PSNC for maintenance of the crew at the Quarantine Station we charged for services of the Flynn 16 days @ £2 per day.

8. Par.14. On the question of the length of resident service qualifying for leave, I am unable to go further back than my own term as Manager; from the following you will see that the grant of leave to Mr Oswald would have been in accordance with the precedent in Mr Girling's case three years ago.

	<u>Arrived.</u>	<u>Went on leave.</u>	<u>Resident Service</u>	
			<u>years</u>	<u>mo.</u>
<u>W.C.Girling.</u>				
1st term of agreement	Aug.24th 1899	Mch.29 1905	5	7
2nd " "	Oct.26th 1905	May 17 1910	4	6½
<u>L.V.Oswald.</u>				
1st term of agreement	May 18th 1901	Mch.29 1907	5	10½
2nd " "	Nov.17th 1908	to Apl.1913	4	5

So that if the Directors had granted the application, the two cases would have been on all fours. My reason for saying that leave this year would have been more convenient is that I do not know for how long Mr Girling's son will remain here. Mr Girling's original idea as reported to you was for him to remain a year and a half or a couple of years, and it seemed to me that it would be convenient to allow Mr Oswald a

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holiday whilst we had the extra assistance in the office. I am now in a dilemma over this question, as Mr Oswald is suffering from an affection of the throat which demands an early operation. I knew that he had not been at all well, and contracted colds easily, but was not aware that this proceeded from a bad throat. He had consulted Dr Browne, who said he would operate temporarily, but fortunately Mr Oswald demurred. The throat is now worse and I asked him to get another opinion from the new Colonial Surgeon. Dr Pearce is emphatic and says that he should consult a specialist without delay, as the condition of the throat is affecting general health, and this soon will become much worse. He even asked if he could not get away this mail. I think therefore there is nothing for it but to let him go home, and unless I receive a telegram from you to the contrary I propose to allow him to leave by the Orcoma. Arrangements could have been made to let him go in the Oronsa, but this would not allow sufficient time for you to telegraph instructions to the contrary. Dr Pearce's certificate is sent herewith.

9. Par.19. As Captain Noreiks was too ill to attend at the office, Mr Oswald took all accounts to him at the Cottage Hospital, handing him the originals and vouchers, and a copy for himself. We always see that the accounts are posted, usually addressing the envelope here, and Mr Oswald offered to do this for Captain Noreiks, but he wished to look over them again and take charge of them himself. We have since enquired at the Hospital if he left any papers, and find that he took all with him.

10. Par.20. I wrote on the subject of Waldron's Rams in 432/17, adding in 435/4 that some members of the crew of the Oravia who assisted had put in a claim for a share of the salvage. I was placed in considerable difficulty over this matter; the rams were put on the quarantine ground when landed

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in November, and I fully expected a telegram on Dec. 11th that they could be released so that those for Condor could have been shipped away in December. On December 18th the Quarantine having expired, the Stock Inspector, who had been treating them medically after the knocking about and exposure, said he could not keep them any longer as he himself wanted to go to the West Falkland. Then on December 25th I received your message "You may release", but by the same mail I received through Messrs Stubenrauch & Co. a request from the Patagonian Sheepfarming Company to bid up to £23 each for the rams. It was this that misled me, and I hardly knew what to think, - I had cabled "Waldron's" rams, but the long period that had elapsed without a reply coupled with the request from the Condor people to purchase induced me to think that your telegram referred to Port Howard rams only. . It looked as if there might have been some hitch as to obtaining security for the Condor rams, and if this were the case and I had let them go, there would be no security whatever, and moreover I had guaranteed all the heavy expenses of maintenance. In addition to that a claim had been put in for the members of the crew of the Oravia who had assisted at the salvage, and it seemed to me that as there was (in my mind) some doubt about security, I ought not to let myself in for such a liability. Furthermore, I was justified in assuming that £23 each was the full value of the rams and that they would be purchased at that figure for the Condor people, in which case no harm could be done, and the value of the salvage would be determined. They realised an average of £23.10. 0 each. Mr Arthur Waldron has now written that he would have given more than £23 each, but I was of course absolutely bound by his limit. I very much regret the misunderstanding but considered it my duty to be absolutely covered before letting the rams go. Had there been time I would have cabled back by the Victoria, but Capt. Poole returned by her and I had no time to do anything but mail

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work. If the underwriters have any ~~action~~ ^{complaint} against me for loss by any action of mine as regards the disposal of the rams, I am entitled to reply that if it had not been for my action the rams would never have been salvaged at all, and they would have had to pay the total insured value. Messrs Spearing & Waldron cabled me by last mail "Oravia sheep we are advised sale illegal, please make strong protest, we write you full instructions." All I can do is to await the next mail and will refer them to you as to what I have written above.

11. Same Par. The PSNC cabled "Oravia as Agent you are legally entitled to take entire charge of wreck and cargo." "Protest against action of Receiver. assert your position." The attitude taken up by the Receiver of Wrecks over the Oravia is the same as in previous cases; in the case of the Fortuna in 1906 Mr Girling was told that he must write and apply for recognition of ownership under section 28; In 289-15 Mr Girling wrote with regard to the "Cassard" "all matters in connection with this case are in the hands of the Receiver of Wrecks". I was in England at the time and recollect discussing the question with you before you wrote your 1016-9. Then again, in 331-17 I wrote that the Governor had instructed Mr Thompson, Receiver of Wrecks, to go out to the Ship "Duc d'Aumale". Fees were claimed for this and paid without any question being afterwards raised. As regards the cases quoted when the Government did not interfere, the "Vampyr" and "G.F. Haendel" were German vessels and the "Luigia S." and Italian, and the fact that you were Consul for those countries doubtless restrained the Government. In the case of the French vessel "Antonia" in 1871 they did interfere and the correspondence which took place at that time, copy enclosed, doubtless resulted in the passing of the special Wreck and Salvage Ordinance of 1871. The Government then demanded that the salvaged goods should be

handed over to their charge and a marginal note on their letter in your writing reads "Salvors will retain property "until paid." Similarly, the salvors of the Oravia property require payment for their work, and it is immaterial whether they or the Receiver hold on to it until the PSNC have taken steps to satisfy their claims. The Receiver will not dispute the ownership of the PSNC, and as soon as the salvage claims have been determined and paid, is quite ready to hand over the property. The perishable goods were sold at once, rightly no doubt, and as the Valparaiso Manager wanted the lifeboats, the Receiver at my request sold them and I bought them. The remainder are in the hands of that official awaiting a reply from Liverpool as to the fixing of the value. You may ask why I allowed these outsiders to salvage the goods; when the Samson became hors de combat we could not do any salvaging and if outsiders had not been allowed to get these miscellaneous articles, they would have been washed away and the PSNC would have been the losers.

When the Ordinance of 1899 was passed I felt somewhat doubtful about these very sections, and was told that they were practically identical with ~~those~~ the English Law, and there was nothing more to be said. I do not presume to argue with a lawyer and can only read the Ordinance as it is written—it runs:—"Whenever any ship is stranded or in "distress within the limits of the Colony the Receiver "shall forthwith proceed to such place and take command" "etc. If the Ordinance really means something different, the sooner it is altered the better. As to the final clause of that section "But it shall not be lawful for such "Receiver to interfere between the Master of such ship and "his crew in matters relating to the management thereof "unless he is requested to do so by the Master," it seems to me that the word 'thereof' must relate to the ship and the ship alone. I should say, however, that this is immaterial. The clause is to all intents and purposes identical

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9.

with section 511 of the Merchant Shipping Act, and there was no interference by the ~~Receiver~~ Receiver until the Master and crew had abandoned the Oravia. The crux of the whole question is the opening sentence of Mr Ince's letter, the rest is more or less an extract from the sections of the Act. . If his reading is correct that the condition precedent to the jurisdiction of the Receiver to interfere is that the wreck is unclaimed, then it is perfectly clear that he should not have done so. But the interpreter of the Law here is the Governor, and it is necessary to prove to him that that is the correct reading of the Ordinance - this can only be done through the C.O. and it will be futile for me to write anything, more especially as the PSNC have sent the Governor a copy of Mr Ince's letter. I cannot help saying that the terms of that letter, especially the concluding paragraph, are hardly calculated to make things easy. Therefore as regards my not protesting against the action of the Receiver of Wrecks the position was as follows:- In previous cases we have had to submit to their reading of the law, and when we remonstrated, the Receiver pointed to Section 12 and said "the law orders me to do this, and if I do not, I shall be asked why I neglect a duty expressly imposed upon me." Of what use therefore could it be to protest again? You ask whether there has been any compulsion from the Governor - I know pretty well what has gone on, but have no access to official minutes and therefore cannot say anything; you will see, however, that section 11 says that "the Governor shall throughout the Colony have general superintendence of all matters relating to wrecks", and, knowing what Governor Allardyce is, you may safely conclude that no step was taken without his sanction, in fact that whatever was done was by his express order. We have had to submit to this sort of thing for years and perhaps it is as well that others should understand how we have been situated. At that time a protest would have been particularly

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futile, and the PSNC would have suffered. If they will think for a moment and endeavour to realise the position we were in they must see that every moment of the day was occupied in attending to passengers' enquiries, their luggage, advising the Captain, assisting the Purser with the ship's papers, and more than all, arranging the lodging and feeding of 400 persons. Mr Girling spent nearly two days going round to almost every house in Stanley ascertaining the names of the persons there and seeing that their wants were attended to. We were asked to do this for the reputation of the PSNC, so that no passengers could say that they had been neglected. We had also to avoid any trouble from the crew; and succeeded, by keeping them well fed and giving twenty of the men per day leave to come over to Stanley. They mostly got drunk, but we kept it within bounds. Whilst we were doing all this the Receiver of Wrecks superintended the stuff that was brought in by the whalers and small cutter boats, took the trouble to sort out perishable goods in the large Customs Warehouse, and keep a record of how it was brought in. But for this, all the goods from the Barber's Shop would have been useless and owing to his action the PSNC realised from that alone over £70 after deducting expenses. I must say that it does seem rather absurd now to send the somewhat frantic telegram about asserting my position. I have not wanted to write all this, but the complaints in the PSNC letter of February 8th compels me to do so, ~~for it renders~~ They quote Captain Poole frequently and I am sorry that they have done so, for it renders it necessary for me to say that at that time his mind was practically unhinged. I do not want this to go back to the PSNC of course as I should be very loth to injure his prospects, but anyone who was here will corroborate what I say - Mr Slight the Chief Inspector of Lighthouses to the Chilean Government, who is well known to the PSNC would tell them if asked.

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They forget that the Court of Enquiry lasted a wholeweek - we had to do everything - even the telegrams which were sent signed with Captain Poole's name at his request were all sent by us.

12. Copies of letter from the PSNC and reply are enclosed; they write that they await my explanation and Spearing & Waldron cable that they are sending me instructions. It seems to me that the Directors alone have the right to demand explanations and issue instructions to their Manager and that I should be wrong in allowing others to usurp that right - if you keep a dog you prefer to do the kicking yourself and usually resent attentions of that sort from outsiders.

12. Mar.21. We sent a copy of the Roy Cove account to Mr Clement by last mail to the West Falkland;no doubt,he will come over shortly and agree with Mr G.J.Felton as to the amount to be divided.

13. The Samson went to Reef Channel on February 19th and returned on the 26th. Capt.Thomas found that on one side of the Malvina the planking is entirely gone and the keel broken,and she is consequently past repair. He brought back spars,anchors,chains,bronze propeller,pumps,metal sheets, and other sundries;the value of these will be credited and the account in the Ledger closed. As the Columbus was bound to Salvador,I sent Capt.Thomas in her to have a look at the Hornet wreck to judge whether there is any prospect pf getting it to Stanley for use as a lighter. His report is "I found the starboard side of the main deck lifted,fastenings of deck with water ways parted all along the starboard side. Main rigging adrift from the dead eyes,two masts in good order also bowsprit,chain and anohor. These could be salved without difficulty. If the schooner is to be salved a further loss of time would be most injurious." From this I judge that the gear that could be got would

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repay the cost of sending the Samson out, even if we did not succeed in getting the vessel, and it is therefore worth the attempt. Something must be done as regards another lighter, and I propose to take the first favourable chance with the Samson.

14. Mr Allan telephoned asking whether he could pull down the old Church and School at Darwin and erect the new one on the same site, which is by far the best place. I presume that this can hardly be done until the legal position is settled. Possibly you might feel disposed to consult our Solicitors as to our position in the matter - it seems to me that we ought to be able to remove the building after giving some notice, for say six months or so, to enable anyone to enter a caveat, or something of that sort.

15. The Ornen Whaling Company's vessels finished their operations early, arriving here on the 26th February. Accounts are enclosed herewith, £552.15. 1 being amount of draft enclosed. Since then we have paid the sum of £200 for licences for next year as per enclosed receipt - if we have to wait for this sum until the next year the commission at 5% does not seem enough, as it is simply in the nature of interest and you may decide to apply for the refund of this at the same time, adding perhaps 2 1/2% for commission.

16. The West Coast Manager has informed me that the Esmeraldas will call about 21st or 25th to load homeward produce.

17. You may have judged from my remarks in 434/3 on the store profits for last year that I felt some dissatisfaction at the total profits; in going over stock returns I find that I omitted to add the usual 10% for freights and expenses on the Groceries at the West Store. We are usually able to do a good deal of the accounts work before the end

436 per Oropesa (17.3.13) 13.

of the year, but owing to the Oravia no preparatory work could be done and I was considerably pressed, more especially as the Canning return occupied so much of my time. The closing up had to be done hurriedly and the grocery return was the last - in the hurry, I omitted to add this 10%, and the Store profit is therefore in reality £512.14. 6 more. The mistake is entirely mine.

18. The enclosed copy of correspondence with the London and River Plate Bank, Montevideo, will explain itself; a Mr Patron came here for the purpose of buying sheep and taking the same to Buenos Aires. He has secured some 4,000 from the East and West and will ship them by the S.S. "Neuquen" in two or three weeks time.

19. I regret to report that owing to mistakes in the making out of our Bills of Lading, the manifests of the steamers "Oropesa" and "Oronsa" have described a Hogshead of Rum as Vinegar, and 42 cases of Beer as Rice. We were able to declare them correctly on our Customs entries, but it is a heinous offence if goods liable to duty are wrongly manifested, and I am told that fines of 25/- and £5 are likely to be imposed on the steamers. I cannot tell how the first mistake arose, but the second is due to the indistinct making out of the Bill of Lading. Messrs Lowden supply the steamers with the worst copy, whereas it should have the best. Would it not be possible for Messrs Lowden to have the Bills of Lading typed. Copies of letters to the Collector of Customs are enclosed.

20. The Norwegian Barque "Lady Elizabeth", Captain Petersen 100 days out from Vancouver to Delagoa Bay with timber was sighted on Sunday the 9th off the Lighthouse evidently attempting to make the Port. Steam was raised in the tug, but the weather was so bad that it was not worth while to go out as she was by that time standing away to the Eastward. A lookout was kept for the next few days, but she was not sighted again; on the 13th we were informed by telephone

436 per Oropesa (17.3.13) 14.

from Fort Louis that a vessel was at anchor about half way up Berkeley Sound. The Samson went out to her and next day towed her to Stanley. The damage is very serious, wheel and compass gone, bridge and standard compass washed away, all stanchions on starboard side washed away gone, boats lost. Deck load of Timber all lost and 4 men washed overboard. On the night of the 12th she struck the Urapie rock three times, but is not making any water. A survey is being held today and I hope to be able to send a copy in a supplementary letter.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. Originals per "Orissa" 19.3.13.

Despatch No. 485.
 Remarks on Stores.
 Store Indents Nos. 460 & 463.
 Coasting Insurance.
 Carpenter A. Bellman's note of expenses etc.
 Mr Allan's Report.
 Remarks on Accounts.
 Statement on Accounts.

ORIGINALS.

1. Copy of Stanley Cash Book for January.
2. Copy of Stanley Journal for January.
3. Cash vouchers, West Store.
4. Store Indents Nos. 464.
- 4A. Darwin Store Indent.
- 4B. Dr Wace's Indent for Drugs.
5. Remarks on Stores & Replies.
6. Coasting Insurance.
7. Insurance on Produce - W.P. 50 B Wool & 1 B Skins.
8. "Onra" Whaling Company - Account Feb. 27th.
9. Copy of Correspondence with Colonial Secretary re Payment to Crown Agents.
10. " " " London & River Plate Bank re draft for £1200.
11. " " " Spearing & Waldron.
12. " " " Pacific Steam Nav. Co. Liverpool
Feb. 8th - Mar. 14th.
- 12A. " Letter to Pacific Steam Nav. Co. Liverpool. March 15th.
13. S.S. "Cravia" - Statement of Expenses & Losses with Carbon Copies.

ENCLOSURES.ORIGINALS (Continued)

14. S.S. "Onavia" Letter to Receiver of Wrecks re RATS.
15. Copy of Correspondence with Colonial Secretary 1871 re salvage
"Albatross"
16. Copy of Letter from Mills re Samsom.
17. Colabaug Manifest, - Voyages A 39/51.
18. Certificate from Dr Pearce re Mr Oswald.
19. Mr Allan's letters (3) for Managing Director.
20. Remarks on Accounts.
21. Statement on Accounts.
22. Official Receipt for Ornes Whaling Company's Invoice.

Clients' Accounts Current, as follows:-

Packer Bros. & Co.	Edison & Stickney.
Dear & Anson.	Stickney Bros.
Speedwell Island Company.	Geo. Bonser & Co Ltd.
Wm. Smith.	Benjamin Browning.

Specifications:-

	Wool.	Sheepskins.
D.S.	15	4
A.A.	65	9
W.C.	4	
D. & S.	252	6
Z.	351	14
F.L.W.	105	19
L.	128	
F.B.	98	
J.H.D.	90	
H.B.C.	75	1
W.D.	45	1

ESMERALDAS.

March 27th

13.

437.

Sir,

The Esmeraldas arrived on the 25th and will leave this afternoon, taking about 1500 tons measurement. I asked the PSNC to increase this to 1800, but they were unable to do so. The Agents at Punta Arenas asked for 5000 tons space, but were allotted only 1000. Captain Splatt does not expect to reach home until May 1st, so that in all probability she will miss the Sales.

2. Mills rode to Darwin, arriving on the 12th, spent a day testing the hydraulic pumps there, 3 days on the alteration to the electric lighting at Goose Green, and then went to North Arm with Mr Allan to overhaul the machinery. On his return to Goose Green he found that the tube caps in the boiler had not been properly put on, and spent some days on these. He then found that the feed pump had a crack some 8" long, probably caused by frost, and, as it was impossible to work without this, suggested that we should use the Worthington pump which you sent to Montevideo for an auxiliary feed pump for the Samson. It is most fortunate that we had this, for otherwise the Goose Green work could not have been begun even. The Samson therefore went to Goose Green on the 22nd instant, the pump was taken ashore and was in course of being fitted up when Weiss and Mills had an unfortunate altercation, resulting in Mills walking out of the factory declining to do any more. The two letters from Mr Allan

F. B. Cobb Esq.,

Managing Director,

London.

457 per Esmeraldas (27.3.13) 2.

will give you details.- so far as one can judge both are to blame; it was useless for Mills to remain there, and as the Esmeraldas was due on the 25th the Samson had to return here Mills assures me that the alterations to the electric light were practically completed, and that the tube caps of the boiler are all in order. The fitting up of the feed pump was completed by Redmond, and Mr Allan telephones that killing was commenced yesterday. They killed 500, expect to do 500 today, and gradually work up to 800. Mr Allan asks me to add with reference to what he wrote about extra men, that he can do well with these and that on the whole he is glad that they were brought over.

3. I enclose Mills's reports on the Darwin Harbour and North Arm pressing plant, and you will see that he made some tests at both places to ascertain the pressure exerted and the weight of wool per cubic foot. The gauge used was a new 3 ton gauge supplied with the Darwin Harbour pump, but it appears that this gauge was taken off the pump and has not been used. Mills says that if you cared to go to the expense, a tell-tale gauge up to 5 or 6 tons could be used - this would register the maximum pressure, and being sealed, could not be altered except by the person who is able to unlock it.

The North Arm pump requires so much repair that it is fairly evident that it would be cheaper to purchase a new one, and the position as regards the engine appears to be the same. Mills considers that there is a decided risk in running this engine with the boiler - it might run all right, but it might not, and if an accident did happen it might be fatal to the attendant. Might I suggest that before renewing this plant, you would have a talk with Mr Mathews, who has just lately had exceptional opportunities for seeing that latest pressing plants in use on the Coast. He informed me that Shaw of Manchester has an excellent

457 per Esmeraldas (97.3.18) 3.

press on the market, which according to his account, would result in a great saving of labour. I cannot help thinking that our system of built up boxes entails much more manual labour than is necessary - for every bale that is put up the whole box has to be carried on the men's shoulders-) the cost of repairs also is heavy, and it would be far cheaper in the long run to have a more modern pressing plant. The present is an excellent opportunity, for in addition to the pump and engine, the wool boxes require a lot of repairing and there is plenty of time before next season. Mr Allan would of course require plant capable of putting up bales of the same size and weight as before.

4. The Rethval, Normanna, Thule, and Norge whaling vessels have returned and proceeded home. Accounts are sent herewith, with drafts for \$40.11. 5, \$570. 9.10, £167.2. 8 and £14. 4. 8 respectively.

5. Towards then end of last year I received a letter f from Mr Aug. F. Christensen, copy enclosed, informing me that the Pacific Whaling Company of Corral had purchased the whaler "Skjoldo", which was then laid up at New Island. In the course of time the whaler "Don Luis" arrived with the Captain and crew to take the "Skjoldo" up to Chile, and we advanced the sum of \$57.18. 1 for sundries, which was repaid by a draft drawn by the Manager of the Nor Company when here in November last. The "Skjoldo" had not then sailed, and having been laid up at New Islands for a considerable time, required repairing, and also stores and coal. We hoped that the Nor Company's vessels would have called here on the homeward voyage this month, and given a draft for the further advances but they have gone direct to Montevideo, and we can only send the account to you for collection from Mr Lars Christensen of Sandeffjord in accordance with Mr Aug. F. Christensen's letter.

437 per Esmeraldas (27.3.13.) 4.

6. I enclose copy of a letter from the PSNC, Valparaiso, on the subject of Tallow shippers. They do not like Tallow cargo, and we had a large quantity lying in the Great Britain for some months during which time some probably leaked. I think that some time ago Messrs Car. Salvesen & Co. offered to take tallow home in their steamers, but being pledged to the PSNC we could not ship that way. The PSNC cargo steamers have more cargo offering now than they can carry, and if they do not care about tallow cargo, it might be useful to be able to ship by Messrs Salvesen's steamers.

7. I mentioned in par. 19 of my last despatch the mistake on the Bill of Lading per ^{Oropesa} ~~Cross~~ in describing Rum as Vinegar - the Governor allowed the Collector of Customs to deal with it under Section 2 of Ordinance 6 of 1904, and Captain Hobson of the Oropesa was informed that a fine of 25/- had been imposed. He refused to pay this, and wrote to the Government that the ship was not liable. The Customs Ordinance however holds the Master responsible as it is not possible to get at the shipper, and the Governor told me verbally that if the fine was not paid, they would have no option but to summons the Master, and he might then be fined more heavily. I therefore wrote as per enclosed letter paying the 25/-, and leave it to you to decide whether you will claim refund of the same from Messrs Lowden & Company, as it was their mistake in making out the Bill of Lading. I do not at present know how they propose to deal with the mistake in the Cross Bill of Lading and Manifest, which declared 48 cases of Beer as Rice.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. Originals per Oropesa 17.4.18.

Despatch No.436.
 Copy of Stanley Cash Book for January.
 Copy of Stanley Journal for January.
 Store Indent No.464.
 Remarks on Stores & Replies.
 Coasting Insurance.
 S.S."Oravia" - Statement of Expenses & Losses.
 Mr Allan's Report.
 Remarks on Accounts.
 Statement on Accounts.
 Letter to F.E.Wobb Esq.

ORIGINALS.

1. Store Indents Nos.465.
2. Pacific Whaling Company's Account for Collection.
3. Rethvel " " "
4. Normanna " " "
5. Norge " " "
6. Thule " " "
7. Mills' Report on Machinery at North Arm.
8. " " Pressing Flat at Darwin.
9. Notes on Feed Pump. Goose Green Boiler.
10. Mr Allan's Letters (3) for Managing Director. March 21st & 23rd
11. Copy of letter from Aug.Christensen. October 9th 1918.
12. Copy of Survey Report. Whaler "Thal".
13. Copy of letter to Collector of Customs. February 18th 1918.

ENCLOSURES.ORIGINALS (Continued)

14. Copy of letter to Norwegian Foreign Minister.
15. " " from Pacific Steam Navigation Co. ^{San} Francisco
16. " letters to " " " " Liverpool
March 28 & 27
17. Statement on Accounts.
18. Letter for F.G. Cobb Esq.
19. Specifications:-
- | | Wood | Skins. |
|--------|------|--------|
| W.S.D. | 128 | |
| S.I. | 70 | |
| H.G.C. | 21 | 5. |
| M.A. | 1 | |
-

UNDER SEPARATE COVER.

Specification and Bills of Lading.- Shipment per Samralda.

ORONSA.

April 14th

13.

438

Sir,

I wrote last per Esmeraldas on the 27th ultimo, and received per Orcoma on the 1st instant your despatch No. 1116

2. 1116-2. It is quite impossible to form any estimate of the quantity of tallow likely to be shipped; a Mr Patron who came from Buenos Aires to negotiate for purchase of sheep for shipment there has contracted to buy from several farmers. A steamer was to have called for the first load about the beginning of the month, and we understood that she would make several trips. On the 8th instant we received a telegram that she would be delayed until the 14th, and it seems doubtful whether they will be able to get the sheep - should this be so, there will be more tallow. If you had a sailer to ship tallow home, would you contemplate sending the canned meat in her?

3. Par. 4. The Governor wished to take leave only, and ~~pro~~ proposed to go to Australia via Valparaiso. Captain Quayle Dickson, the new Colonial Secretary, could not arrive here until the end of May.

4. Par. 5. Mr Allan informs me that he wrote you fully by last mail about Dr. Wace's passages, and that Dr. Wace will supplement that by a letter by this mail.

5. Par. 6. It is fortunate that wool prospects are so good, so that there will be no loss in having missed the sales with the shipments per Corcovado and Esmeraldas. The Flamenco is to call here about the third week in April

F. E. Cobb Esq.,

Managing Director,

London.

438 per Oronsa (14.4.13) 2.

for 1000 tons, and the West Coast Manager will be asked to send another steamer about the third week in May, if possible. I note that the Directors disapprove of my having sent the Samson with a lighter to Port Louis on account of the risk involved, and creating a precedent. As regards the risk, Captain Thomas was of course told to pick the weather, and the only part of the journey when there was really any risk was from the recognised anchorage in Kidney Cove to say Sparrow Cove, a distance of 5 miles. I hardly think that the question of a precedent would be very material for if either of the other stations did ask, we should simply say that it could not be done.

Some time back when discussing the possibility of a breakdown in the wool collecting season, I suggested whether we might not tow a hulk round collecting wool, and think you did not altogether condemn the idea, but asked for timely notice so as to be able to arrange the insurance. At present I cannot trace the correspondence, but feel sure that the question was raised.

6. Par.12. The wireless is working much more satisfactorily now, and I have tried it with a couple of telegrams in their code. If the operators are able to get these through all right they can tackle anything. A report will be sent later as to how these messages fared.

7. Par.14. On the receipt of your despatch I wrote to Mr Townson, and now enclose copy of the correspondence. He was not in reality acting on his own behalf, but in conjunction with Mr Johnston, late Manager for Mr George Bonner. I saw them both together and explained matters to them exactly. Mr Johnston's contention is that he took a very big risk in purchasing all the rams; he had been definitely commissioned to purchase some, and Mr Townson also; after bidding for the number actually ordered, the Auctioneer asked if he would not make an offer for the

438 per Oronsa (14.4.13) 3.

remainder, and he did so. He considered that as all the rams had to be looked after and some shipped away, he was quite justified in making something for himself, but as Townson's position was jeopardised, agreed eventually to refund what he had made, after deducting all expenses. Mr Johnston applies for 10/- per day for his own time - this seems to me quite reasonable and I think that the underwriters should allow it. In order to get the matter settled I told them that I would charge a fee of ten guineas as Lloyd's Agent and thrown that in against the trouble they had had in looking after the animals I assume that this is a fair charge, for if I had not taken action the rams would never have been salvaged at all. The farmers wanted the rams, but at that time of the year could not possibly come to Stanley, and were compelled to ask someone to purchase. Even supposing they had been here, how could anyone possibly prevent a combination? There might equally have been a combination amongst the farmers not to take more than they had commissioned them to buy, except at a knockout price. I know that they even went to old C. Bender asking if he would take over a couple. These were eventually taken to Port Howard and Evans bought them, although he asked originally for only two. Had he not bought them, Johnston would have been compelled to hawk them round the West Falklands and perhaps get only £10 or £15 each for them. In this case, for whose account would the risk have been? You ask whether it did not occur to me that our salvage will be only on the realised sale value instead of on cost, freight and insurance, but I have no knowledge whatever of what this letter is - as mentioned last mail Mr Arthur Waldron authorised me to bid up to £33, and presumably this would represent their value. Sheep hitherto imported from New Zealand have not been worth anything like that sum, and I do not know even

438 per Oronsa (14.4.13) 4.

now what their cost was. The Receiver of Wrecks will now pay over the proceeds, but it is doubtful whether we can possibly send accounts this mail - the Flamenco will be here shortly and they will be sent then. The whole thing has been most unfortunate, and I can only say that I am quite ready to make good any loss to the Company, and prefer to do so, but as regards the underwriters I contend, as stated last mail, that whatever loss they may have incurred is more than balanced by the fact that but for myself the rams would have all been lost, including J.L. Waldron's four, and they would then have had to pay the full insured value.

8. Pars. 17 and 31. On the strength of what you have written in this paragraph, the Receiver of Wrecks has been informed that our claims for all that the Samson has done will be settled by the payment of a lump sum. The amount of parcel mail salvaged by her was very small, the bulk having been brought up by the S.S. "Paal" and "Penguin". The enclosed copy of correspondence with the Receiver of Wrecks will explain what has been done, and the position now is that on my giving an undertaking that all salvage claims will be settled, the whole of the property will be handed over to us as Agents. These claims are the "Samson", the Norge Whaling Company, the Rethval Whaling Company ("S.S. "Paal"), the Government launch "Penguin", and the owners of the cutter "Aluna". Of these, the PSNC are negotiating direct with the first three, and I am requesting them to make the Governor an offer as regards the "Penguin". I have just lately agreed with the owners of the "Aluna" to take £40, so that the whole question is in a fair way towards settlement. The Receiver of Wrecks in his letter of 9th April states that all goods salvaged by Samson can be taken over, and I understand from him unofficially that they are ready to hand over the lot in time for shipment by the Flamenco, if we wish. This seems to be the best course, and the PSNC can then do as they like

438 per Ormsa (14.4.13) 5.

with them. I should like to say one final word with reference to the general question of protests against the action of the Receiver. In view of the attitude of hostility assumed by the Governor to the Company, it seems to me that the Directors would hardly have thanked me for engaging in a feud at the instance of the PSNC. What I feel is that we have enough to do, and incur enough odium in fighting our own battles, and if the PSNC have any grievance it should be their business, and not ours, to protest. It may be said that we as the FIC stand to gain by a protest being made - that may be so, but we have already, I suspect, an unenviable reputation at the C.O. for protesting on behalf of ourselves and clients, and we do not wish to add to that. Moreover, there is a much better chance of gaining the point if the C.O. are approached by some others than ourselves. The PSNC have given no assistance at all towards the settlement of the salvage - as I received no reply by last mail to my specific questions in my letter of December 20th, I decided to write them direct, supplementing what was sent to you last mail, and you will see that I have told them that the Governor will have to be convinced by his own superior officers, the Colonial Office. If a representation upon a point of law is made to them, they will, if necessary, refer it for the Opinion of the Law Officers of the Crown, and I would very respectfully suggest that if a representation is made, supported by a legal opinion, the latter might be couched in somewhat different terms to Mr Ince's letter, for I cannot think that such expressions as "intermeddling" and "officialdom" are calculated to impress the Attorney General and Solicitor General, in case the C.O. should deem the point sufficiently important to warrant a reference to the Law Officers. I am in a difficult position owing to ignorance whether an expression of my own views is out of place or not, but will venture to say that my opinion, which is

438 per Oronsa (14.4.13) 6.

founded on seven years service at the C.O. followed by twenty years two years here, is that there is very little to be gained by making a protest here now, and that there is a much better prospect of success from a temperate representation from the PSNC to the C.O. . This should contain an acknowledgment that they do not complain of any material loss from the action of the Receiver in this particular instance, and should state specifically that their protest is against the principle involved. I feel sure that what you have written in par. 31 is absolutely correct - Mr Alcock's stinger, so called, was very mild, and I personally doubt if they will raise another finger in the matter.

9. Par. 19. It may not be possible to get any of the meat forward by the Flamenco, but this will depend upon when she will actually arrive. There is a full load of wool at North Arm and stores being required there, I had arranged for this to be the next trip of the Columbus. Should the Flamenco be arriving within a week it may be better to dispatch the Columbus to Goose Green instead.

10. Par. 23. I suppose that the trouble over Detleff's case was due to myself. He informs me that I wrote that this case had been sold, as a matter of fact it was the intention of the Receiver to have sold this within a day or so, and as I was considerably badgered at the time I wrote "has been" sold, whereas I should have said "will be" sold. You will see from the correspondence with the Receiver sent by this mail that the intended sale did not come off owing to pressure of work, and the goods are still in his possession. What happened was this - some time after the Oravia had been abandoned the case was brought up either by the S.S. "Paal" or a small cutter boat, and had been in the water for some time. Whether it was floating in the Oravia's hold or in Port William I have not been able to ascertain. The idea of claiming on the PSNC for wrongful delivery seems rather absurd; no attempt was made to deliver

433 per Grossa (Id. 5.127)

7

my cargo and as this case was brought up with all some of miscellaneous gear such as ropes, deck gear, life belts, boots etc it was some time before it was known that it was a package from the cargo. Mr Thompson mentioned it to me and it was opened in the joint presence of Mr Thompson, Pettifort and myself - the contents were examined with salt water and on Pettifort saying that he must decline to receive it, Mr Thompson had it taken back to the Customs Shed by that the contents could be separated for sale with other miscellaneous articles that he had there. The sale did not however take place and those articles that are not irretrievably damaged have been dried and repacked in another case. As soon as all claims for salvage are settled or guarantees given, this case will be handed over to us and can be dealt with in accordance with instructions which I will await.

12. With reference to my 426-4 as to the pensioning of J.G. Kelway, we have had to delay the termination of his service for a while as Atherton, who acted as Second Engineer on the Samson, has been dismissed. The actual date upon which Kelway goes on pension will be reported later.

13. The whaling companies have had a very successful season down South, especially at the South Shetlands and we have paid to the Colonial Treasurer fairly large sums for licences and oil tax. Seeing that all have renewals of their licences there is not much risk in making these advances, but I must admit that it is somewhat haphazard when the Managers do not call at Stanley. They avoid this Port as much as possible on account of the delay and the harassing regulations. I hope to have by next mail a reply to my 425-8 in which a reference was made to the financing of these companies. We are sending by this mail the following accounts for collection:-

Sydnaveit Company	309. 0. 9
Borge "	475. 5. 1 Supplementary

438 per Oronga (14.4.13) 8.

Nor Company	310. 0. 0 Supplementary
Hviler "	244. 19. 8
Laborenus "	695. 14. 8

also copy of accounts of the Esktor Whaling Company, with draft for \$970.19. 4.

13. We are requesting you by this mail to pay the Crown Agents an additional \$2500, as we are that amount in debt to the Treasury here, owing to heavy payments for the whaling companies etc. We have made it a request to pay as the Government have been very obliging in the matter of accepting our local cheques, and they are very desirous of reducing their large overdraft with the Crown Agents without delay. Some time back we had a large balance in hand, and \$1500 was deposited in the Savings Bank for three months, realising interest \$9. 7. 6.

14. Mills asks me to say that he thinks that North Country steam coal would do well enough for the Samson, in case you find it more convenient to load a sailer there than at a Welsh Port.

15. Mills reports that the Samson's condenser is leaky, owing to a great number of the tubes having worn thin; they seem to have wasted and to have become "spongy". This ought not to be as a complete new set was put in in 1907, and we can only conclude that the quality could not have been good. They were purchased from Coutro & Scrutton, whose invoice is enclosed. A new set of 350 tubes would cost over \$40 and in view of the general condition of the tug, we are anxious to avoid spending more than can be helped. We will therefore ask you to send out 100 to replace the worst, and hope that she may run for two or three years longer on these. We may of course find it necessary to ask for more, but as the boat cannot be expected to last very much longer will avoid doing so if possible. The water being so cold here, she could run with anything up to 50 plugged up, provided these plugged tubes were well

438 per Oronsa (14.4.13) 9.

distributed. We shall require new ferrules throughout and are therefore indenting for 8 gross. As regards the length of life of the boat we draw your attention to the letter from Jacobs & Barringer dated January 31st 1907, in which they remark that new eccentric sheaves would probably be required in 5 years' time. Six years have passed since then, and we are still running on the old shaft and sheaves. It is not worth while to have new sheaves unless the new shaft is put in, and then you will require new main bearing brasses. If these were supplied we should soon be wanting new rings (which are solid) for piston valves and other etceteras to bring up the general efficiency. The boiler is now $7\frac{1}{2}$ years old, and will hardly last more than 12 years - we have had at times to raise steam too hurriedly, and when the Oravia was wrecked, so little time was allowed that one of the seams started leaking. We had the boilermaker of the Oravia to caulk afterwards, but it still leaks, though not by any means seriously, and I merely mention this as an additional reason for not contemplating spending much on the boat. It would be far better to put aside something annually towards a new tug altogether.

16. The agreement of James McNicoll, the Foreman Blacksmith, will expire in August next; he would be willing to stay on for another two or three years at an increased rate of pay, and I hope that the Board will be willing to grant this. He points out that wages generally have risen during the last two or three years, and that prices of provisions here are also higher. You know from my past reports that he is an excellent workman, and that I cannot speak too highly of him, and I sincerely hope that you will make it worth while for him to remain some time longer. The new assistant, Balharrie, shapes very well, and the two get along together excellently.

17. On Sunday the 6th instant a whale catcher came from New Island reporting that the S.S. "Sobraon", floating fact-

438 per Oronsa (14.4.13)

10.

ory of the Odd Whaling Company, was leaking and in a bad condition owing to collision with ice at the South Shetlands. The Manager urgently requested me as Norwegian Consul and Lloyd's Agent to go out there taking surveyors with me. The loss of time to me was serious, but in view of the high value of her cargo, something over £40,000, I decided to go out and left that night with Captain Smith, Harbour Master. An additional reason for going was that it would give me an opportunity of seeing how the slip at New Island was getting on. I appointed Mr Hansen, who is Salvesen's Manager at New Island, to survey the ship with Captain Smith; copy of their report is enclosed. The Sobraon was very fortunate in having excellent weather coming up from the South - but for this the ship must have foundered - they had at one time over 6 feet of water in the hold and stokehold, and as one of the oil tanks was leaking, this floated on top and very nearly found its way into the boiler fires. The vessel had a list and they were compelled to draw the fires of the boiler on the lower side; by means of steam and hand pumps the water was got under.

18. I enclose copies of telegrams to and from the London Salvage Association with reference to the Lady Elizabeth, together with copy of my letter to them by this mail, which will explain the position of affairs so far. The cargo below deck is 827,674 superficial feet of lumber, about 1725 ^{tons} feet measurement, and there is no reason to suppose that this is in any way damaged. The deck cargo of 132,387 superficial feet has been lost. The Captain is I fear aiming at condemnation, as he is very obstinate on the question of damage to the hull through striking the rock, either Uranie or Volunteers.

19. Your telegram as to the Store Account was a decided shock, and we much regret the omission of the debit of the Orcoma shipment in April. On ascertaining that this

438 per Oronsa (14.4.13) 11.

error had been made, I thought it as well to cable back asking you to reduce the profit by £1500, but it seemed absolutely certain that there must be some other compensating mistakes, and I am glad to say that we find the profit is quite as much as £6384. 4. 9, and am cabling you that figure accordingly via Montevideo. A statement is attached showing omissions of two large amounts, amounting to over £1000, and sundry others which, with the mistake in the Grocery return reported by last mail, almost account for it all. I am aware that these errors are inexcusable; the fact that the profit came out at something like the normal figure lulled us into a sense of security; had the Orcoma mistake not occurred, we should naturally have scrutinised the account closely and would no doubt have discovered these omissions before finally making up the Profit and Loss statement. Even so, you will say that they ought not to have occurred, and I am again compelled to mention the heavy pressure of work. During the Winter Greece was handicapped by Detleff being on leave and Kelway resigning; Goss was put in the Store temporarily, but was not satisfactory and has since been dismissed. Furthermore, the changes in the Drapery Store increased the Chief Storekeeper's work. Then in November came the Oravia disaster - in the ordinary way the PSNC agency is about one fourth or one fifth of our business, but for fully three or four weeks we were well occupied on PSN work to the exclusion of all other, with the result that arrears piled up which even now have scarcely been overtaken. We were not able to do in December the usual preliminary preparation for the stock taking work, and the finishing of the accounts was just a hurry scurry. Finally, I should like to say that I am convinced in my own mind that the Store profit is in reality more, and that provided that this year's operations are up to the average this will

438 per Oronsa (14.4.13) 13.

be shewn at the end of the current year. We must have a greater value of timber on hand - the large stock ex Ragnhild made it impossible to actually measure, and I told Biggs to be conservative in his estimate. I feel sure that the value has been underestimated.

20. At New Island I had an opportunity of seeing the progress of the slip - Mr Hansen hopes that it will be ready for a whaler in a month, but it looked to me more like three months. They have not a great many labourers there, and the work will be slow. This journey cost me four days and I have in consequence had to write this despatch very hurriedly.

I am,

Sir,

Your obedient servant,

438 per Oronsa (14.4.13)

PRECIS OF SUBJECTS.

1. Acknowledges despatch
2. Shipment of Live Sheep to Buenos Aires. Reports scheme
3. Governor Allardyce. Proposes to take leave in Australia.
4. Dr Wace's Passages. Dealt with by Mr Allan.
5. Wool collection. Flamenco to call shortly.
6. Wireless. Working more satisfactorily.
7. Rams salvaged ex Oravia. Sends corres.
8. Sundries salvaged ex Oravia. Sends corres with Receiver.
9. Canned Meat. Will ship by Flamenco if possible.
10. Dettleff's case salvaged ex Oravia. Explains. as to.
11. J.G.Kelway. Will report later date of going on pension.
12. Whaling Companies. Advises accounts for collection.
13. Request to Pay Crown Agents £2500. Explains.
14. Steam Coal. North Country would do.
15. Samson. Reports condenser leaky and asks for tubes.
16. J.McNicoll, foreman blacksmith. Recommends extension of agree.
17. S.S. "Sobraon". Arrived leaky, reports visit to New Island.
18. Lady Elizabeth. Sends copies teles. with Lon. Salvage Assocn.
19. Store Profit. Encloses adjustment.
20. New Island Slip. Reports progress.

MEMORANDUM RE STORE PROFIT - 1912.

ADJUSTMENTS.School and Cookhouse per "Oravia".

Messrs Browne & Lilly's invoice amounting to £519:19:2 was charged but only part of the material was shipped, the short-shipped portion arriving per "Oreoma", at a cost of £75:8:9 for freight and charges. Subsequently the lost goods were sent per "Orissa". The total value of the whole material is the original invoice, plus freight and charges per "Oreoma" and "Orissa", viz:-

Original invoice	519:19:2
Freight per "Oreoma"	75: 8:9
Freight per "Orissa"	<u>24:13:4</u>
	<u>£ 620: 1:3</u>

which will be charged out to Buildings Account in 1913, nothing having been charged out in 1912.

But only the amount of the invoice per "Orissa", and freight per that vessel has been charged in 1913 from Head Office to Store, and we therefore have to credit Store Account for 1912 with the difference, as follows:-

Total cost, as above	620: 1: 3	
less, Browne & Lilly's invoice for replacment of goods.	120: 5:0	
Freight	23: 9:4	
Insurance	<u>1: 4:0</u>	
	<u>144:18: 4</u>	£475:2:11

Balance of Freight per "Ragnhild".

In your invoice dated 14 November 1911, copy herewith, you charged out the value of the shipment, including total freight and insurance although at that date only one third of the freight had been paid. On settling up with the Master in March 1912 we paid the balance of freight and gratuity, amounting to £580:5:0, and this was erroneously debited to Store in our Journal entry in that month. This

is really chargeable to Head Office, as you had already debited us with the full freight in 1911.

Grocery Return.

I explained in despatch 436/17 that I had made an error of £312:14:6 in the return of stock of stores on hand.

Tinplates per "Orissa", - February 1912.

In the General Invoice per "Orissa" we are charged with cost of 82 boxes Tinplates, £71:4:2, which with freight and insurance £13, should have been debited out to Canning by us.

Deliveries to Farm.

We have ascertained that two items have been omitted during the year, namely,

Freight, charges and percentage on direct shipment from Mann, Byars & Company.	29:14:1
Value of 1840 yards bagging @ 8½d.	65: 3:4

Mr. Felton's bagging was wrongly delivered at Darwin by the Columbus and used there; we replaced this to Mr. Felton from our Stanley stock, and omitted to debit Farm with the amount.

Rebate on Freights from Monte Video. 43:11:11

Credit for this in respect of shipments for 1912 has only been taken in 1913, and may be included in this adjustment.

SUMMARY.

The total extra credits due to the Store for 1912 are therefore:-

School and Cookhouse material	475: 2:11
Balance of freight per Ragnhild	580: 5: 0
Error on Grocery Return	312:14: 6
Tinplates chargeable to Canning	84: 4: 2
Farm Deliveries not charged	94:17: 5
Rebate on freight from Monte Video.	<u>43:11:11</u>
	<u>1590:15:11</u>

	3.	
Store profit as shewn in our Profit and Loss statement	6602:13: 6	
add, amounts as shewn above	<u>1590:15:11</u>	8193: 9: 5
Deduct, Shipment per "Oreoma" in April omitted.		<u>1809: 4: 8</u>
	Actual Profit	<u>£ 6384: 4: 9</u>

Stanley.

April 14th. 1913.

438 per Orania (14.4.13)

ENCLOSURES

- Duplicates. (Originals per Esmeraldas, March 27th 1913)
- Despatch No. 437
- Store Indents No 485
- Statement on Accounts
- Specification and Bills of Lading per Esmeraldas.

ORIGINALS

1. Copy of Stanley Cash Book for February
2. " " Journal "
3. Store Indents No 486
4. Remarks on Stores and replies to Remarks
5. Coasting Insurances
6. Copy of corres. with Receiver of Wrecks re Oravia salvage,
(with carbon copy)
7. Copy of letter to Captain C. Parsons, April 2nd.
8. " " PSNC, Valparaiso, March 31st
9. " " " Liverpool, April 10th (2 copies)
10. " " Postmaster re registration of address, April
11. " " Collector of Customs re duty on Bitters
12. Copy of Survey Report on S.S. "Sobraon"
13. Press Copies of Whaling Companies' accounts, viz:- Hektor,
Norge, Nor, Laboremus, Sydhavet & Hvalen.
14. Columbus. Manifest of Cargo, Voyages A.32 & A.33.
15. Original accounts for collection, 5 Whaling Companies.
16. Mr Allan's letter to Managing Director.
17. Copy of letter to Lloyd's, April 14th
18. " " corres. re Rams ex "Oravia" (with press copy)
19. " " letter to PSNC, Liverpool, April 15th
20. " " " London Salvage Association, April 14th
21. " " " Einar Gleditsch Esq, April 14th.
22. Copies of telegrams received and despatched.
23. Shipping Report.
24. Remarks on Accounts and Replies
25. Statement on Accounts

188 per Gross (184 & 18)

188/183/188 (continued)

16. Journal Receipt per Gross.
 17. Copy of letter to E. Pinto Ramo & Co.
 18. Quotes and answers on Detsloff's case per Orevia.
 19. Letter for M. S. Cobb Esq.,
 20. Specifications:-

	Wool.	Skins.
Triangle D 5	128	6
Triangle E 2	5	
" 2	128	
E & C	128	8

Flamenco.

April 22nd 13.

439.

Sir,

I wrote last per Oronsa, which left on the 16th inst.

2. The Flamenco arrived yesterday morning and will leave early tomorrow with about 1500 bales, going direct to Las Palmas. This will leave some 300, and I propose to telegraph to Valparaiso asking for another cargo steamer for 1300 tons about the third week in May. The Columbus will now make a short trip to Fitzroy, Lively Island, Walker Creek and Goose Green, and will therefore clear up all our wool and bring in the extract and a few cases of mutton for shipment by that steamer. She will also bring in the Chilean labourers to return to Punta Arenas by the next outward mail.

3. We have shipped by the Flamenco all the salvaged material ex Oravia as per enclosed list. The Receiver of Wrecks has not yet been able to settle up the accounts, but we hope to send these, including account of rams, by the next mail.

4. I have been in telegraphic communication with the London Salvage Association as to the "Lady Elizabeth", and received on the 18th instant a wireless that arrangements have been made with the owners for a diver to be sent from Montevideo by next outward steamer to examine the bottom of the ship. The owners had enquired of the Captain the cost of discharging, storing and re-loading the cargo - as this is some 1750 tons measurement of planks

F. E. Cobb Esq.,

Managing Director,

London.

439 per Flanagan (20.4.12)

of all lengths I told you that the cost would be something like £1500; they have evidently abandoned all idea of shearing, and everything will depend upon the diver's report.

6. The Flanagan takes his 14 bales of wool solved at Hill Cove, the same being marked B. enclosed you will find a sheet specifying of original weights and weights of the wool when re-baled, account of expenses, together with copies of letters relating to the same.

8. Mr Allan telephones that up to last evening 17,000 sheep have been dealt with at Goose Green, and he has a further 3000/4000 to put through. The shearer "Newman" which was to have arrived here early this month to take live sheep to Buenos Aires has been delayed for repairs, and will not arrive until tomorrow or next day. It seems therefore fairly certain that she will hardly take more than one load, and we may have a few more sheep offered on the East Falkland for Goose Green. It will also mean that more will be boiled down on the West, thus increasing the quantity of tallow that we may expect for shipment later on.

7. The wireless messages from the London Salvage Association are coded in Lloyd's private code. This code being simply a jumble of consonants and vowels is the most difficult for transmission, and as those messages have lately come through without a single error the wireless may now be definitely regarded as reliable.

I am,

Sir,

Your obedient servant,

439 per Filomeno (22.4.13)

ENCLOSURES

Duplicating (Originals per Orissa, 16th April 1913)

Despatch No. 478

Cash Book for February

Journal for February

Store Indent's No 466

Remarks on Stores and Replies

Coasting Insurance

Mr. Allen's report

Remarks on Accounts and replies

Statement on Accounts.

ORIGINALS

1. Store Indents No 466

2. Remarks on Stores

3. Holmsted & Blake's 14 Bales Salvaged Wool. Sundry Documents.

4. List of Orissa Salvaged Goods shipped per Filomeno, with letter.

5. Columbus Manifest. Voyage No. A 78.

6. Copies of Telegrams received, April 16th and 18th.

7. Specifications and Bills of Lading per Filomeno.

8. Specifications:-

	Wool	Skins	Hides.
F		9	
E			
H & B	89	10	
W E D	66		
A F C	46	5	
J E L	8		

R.M.S. ORCOMA

May 12th.

18.

440

Sir,

I wrote last per "Flamenco" which left on the 23rd of April, and received on the 30th your despatch No. 1117 per "Orissa".

2. 1117-3. It is very doubtful whether the Colonial Office will sanction the continuation of the Ordinance for diminution of geese. In the April Gazette you will find an amended Wild Birds Protection Ordinance, considerably more stringent than that of 1908. At the Council meeting the Governor informed me that the Colonial Office wished to include in the second schedule the upland goose, that is to say they wished this bird to be included in the close season from 1 October to 28 February. I said that a memorial would shortly be presented asking for the continuance of payment for diminution, and tried to elicit from the Governor who was prompting the C.O. He evidently knew, but would not inform the Council. We are still paying our men, and I believe other farmers as well; - the stoppage of payment for geese from the Stock Fund should, of course, have the effect of decreasing the farmers' annual contributions.

3. Par. 5. I was able to get a letter off by the Orissa to the West Coast Manager informing him that wool from here should reach London 8 days before the opening of the sales, copies enclosed. On the departure of the Flamenco we

F.E. Cobb Esq.

Managing Director.

London.

440 per Orcoma, 12.5.13

2

cabled asking for another steamer about the third or fourth week in May, and received a reply that the Duendes would call at the end of the month for 1600 bales. The day after the Orissa left we received a wireless; "Valparaiso advises: "Inca turning at Arica, will call yours instead of Duendes "May 22/23". In the ordinary way this steamer would catch the July 1st sales, but not if the new regulation is enforced, and it is to be hoped that they may be induced to waive it for this special occasion.

We think it as well to enclose a return shewing the collection and shipment of produce per Esmeraldas and Flamenco to enable you to clear up any discrepancies in the Bills of Lading. I may mention that we have in Stanley 360 cases of mutton, and 58 cases of extract for the Inca.

4. Par. 7. FARM. The only thorough way of getting out comparative details of this account is by making abstracts as we did annually for the years 1895 to 1906, when sending you the accounts. This return was alluded to you only once during those 11 years; it took some considerable time to prepare, and as it was ignored we discontinued it after 1906. The occasion on which you alluded to it was in April 1901, despatch 929/9, and my replies to that despatch give explanations as to the return which will be useful in the consideration of comparative abstracts for the years 1910/12 now sent. We may be able later to fill in the gap 1907/9 if you desire to have the returns completed. In your Note dated March 31st you ask (a) The exact total cost at which stores are taken into stock; (b) The exact total value at which they are issued for use or sale; (c) The profit thereon for the year. I think it must be known that stores for use or sale have always been debited out to the Farm at their selling price, and are taken into stock at that figure. Prices are mostly fixed at 12½% lower than the Stanley

40 per Orcoma, 12.5.13.

3

selling prices in accordance with the custom of allowing the Company's servants discount at that rate. There has been no question of a profit to the Farm, all profit on goods going to the Store account. This must have been known in 1901, for in replying to your queries I wrote in 181/10 as to the possibility of selling all the stores sent out for sale for exactly the value invoiced. Information as to the exact total wages earned is given in the Bookkeeper's quarterly statements, which are sent to you regularly. I cannot altogether understand the strong objection taken to the purchase of a few wethers for the Butchery; we were purchasing sheep for canning and at the same time required wethers for Stanley. These sheep had to ~~arrive~~^{driven} via the Estancia and Mr Allan suggested that as they would then be near Stanley we might just as well have them and thus allow him to kill more of our own for canning, thus saving a lot of driving. As we desire to buy sheep for canning and at the same time supply the Stanley butchery, it seems immaterial which goes into cans and which are disposed of as fresh mutton. We have just concluded a similar arrangement this year with Mr Felton who had 600 wethers to dispose of; by arranging to have them to Stanley in two lots, Mr Allan was able to kill off that number extra at Goose Green while the Chillians were there and the Works in full swing, and is saved some of the drafting out and driving to Stanley during the Winter. If fuller accounts of Farm revenue and expenses and a reorganisation of the Darwin books are required the Directors will be compelled to have an accounts clerk there. As to the cost of canning I sent you returns with the annual accounts which were as complete as possible under the circumstances, and I explained that for the future Weiss would keep a sort of wages ledger enabling him to give us the actual wages of men at Goose Green, detailing the kind of work on

440 per Orcoma (12.5.13)

4.

which they have been employed, i.e. whether Buildings, Canning or Plant. He will be coming to Stanley shortly and we shall be able to talk the matter over.

5. Par.8. Store. As this was fully dealt with in 438/19 there is no need to say anything further by this mail.

6. Par.9. Schooners and Interest and Commission. I admit that it would not have occurred to me to divide the share of the Columbus profits between the schooners - I had in fact asked you in September last whether you would include it in your London accounts.

7. Par.10. Buildings. I think it as well to send you my rough notes, made when completing the annual accounts, which show all details and explain how the amount to be credited to Farm Account was arrived at. Carpenters and Mason's wages are credited at 8/- per day, their monthly pay being £8 and £7.10. 0 respectively.

8. Par.12. The Norwegian Foreign Minister has not yet replied to my letter on the subject of fines inflicted on masters of foreign vessels for not hoisting the quarantine flag; when a reply arrives a copy will be sent to you.

9. Par.13. Our legal liability with regard to the accident to Lellman is a question of considerable doubt. In the year 1882 the Employers Liability Act of 1880 was extended to the Colony by a special Ordinance; in 1900 this was repealed by Ordinance No.3 which declared that "so much of the Law of England for the time being as is applicable to local circumstances is and shall be in force in this Colony, so far as it is suitable and appropriate, and subject to such qualifications as local circumstances render necessary." In 1908 the question arose as to whether the English Acts relating to Workmen's compensation were in force here, and the matter was dealt with in my 345-5. The above quoted clause was amended by Ordinance 6 of 1908 and now reads "the Common Law the doctrines of equity and the Statutes of general applica-
tion

440 per Orcoma (12.5.13)

5.

"which were in force in England on the 22nd May 1900 are
 "and shall be in force in this Colony etc." The C.O informed
 the Governor that the Workmen's Compensation Acts do not
 come within the Statutes of general application, so that
 presumably the law in force here must be the English Law
 prior to 1880, namely that the workman takes the risks en-
 tailed by his employment. The Directors subsequently
 decided in 1055/2 to adopt the Workmen's Compensation Act
 of 1906 voluntarily. So far as one can see this would give
 merely £1 per week during incapacity and I am sure that you
 will agree that this would be far from adequate. In the
 UK an injured workman has the best medical advice immedi-
 ately at hand, whereas in Lellman's case the greatest expense
 has been in obtaining that advice, and had not he gone to
 that expense without delay he would have lost the sight
 of one or both eyes, and we might have had to pay weekly
 compensation for life. The steamer's doctor advised him
 to go to an eye specialist at once, and on arrival at the
 Hospital in Buenos Aires Lellman asked for his address;
 the Surgeon there told him that if he consulted the
 specialist privately he would have to pay a very high fee,
 and suggested that as they had accommodation available
 in the Hospital he might stay there paying \$3 per day, and
 in that case would be treated by the eye specialist three
 times a week for a very small fee. He therefore decided
 to remain in the Hospital for as long as possible and was
 there for 4½ weeks. The treatment then being complete he
 had to leave as the accommodation was required for other
 patients, and went to an hotel for three days. A statement
 giving details of hospital and sundry expenses is enclosed.
 The passages were second class return, £20, less 10% = £18
 each. I am very glad that the Directors have decided to
 treat him liberally as he is a good steady workman and has
 been put to a very great loss. If the Board are disposed

440 per Oroona (12.5.13) 6.

to compensate him fully, the amount would be £36 for passages, £17 for Hospital and other expenses and £13 @ £1 per week as allowed in the English Act for loss of wages, making a total of £66. Or, if the Board would prefer not to make the precedent of paying actual expenses, a lump sum compensation might be based on the above.

10. Par.14. Some members of the crew of the Oravia with 1st and 3rd Officers accompanied Captain Thomas to the wreck on November 14th with the main object of getting bedding, if possible, for the crew themselves who had been sent to the Quarantine Station where there were only a few mattresses. On arriving at the wreck they found that they could not possibly get any bedding, so all lent a hand at the salvage of the rams. I should say that under these circumstances they are not entitled to a full pro rata share of salvage. The names are given on the enclosed copy of claim which they sent to the Receiver of Wrecks. I enclose an account shewing proceeds of sale of rams with details of expenses, the nett total being £275. 1. 4, which is ~~is~~ advised for payment in our statement on Accounts. The rate of salvage, $33\frac{1}{3}\%$, is meagre in comparison with the 70% contract now made, when one considers the risks involved and the fact that had not the work been undertaken at once in spite of the weather prevailing at the time, they must all inevitably have been drowned.

11. Par.15. I took the opportunity of getting the diver, who was sent from Montevideo to examine the "Lady Elizabeth", to have a thorough cleaning of the bottom of the Samson, clearing and examining the main injections.

12. Par.16. In writing to Messrs Salvesen as to a boat to replace the Columbus the probability is that Captain Saanum asked for more than he expected to get; he no doubt anticipated that whatever he asked for would be cut down, and in

440 per Oreona (12.5.13) 7.

the end he would have a fairly suitable vessel. There is no doubt that we want more cargo capacity and more room for passengers, although this latter need not be elaborate. There should be 12 permanent berths, and arrangements, such as fold-up bunks, for another 8. On her last trip in from Darwin she had 42 passengers, and we expect that she will have quite 40 when she returns from the West with this mail. There are still 2,000 bales to come in, and this will be followed by tallow, sheepskins and canned products. The vessel sent to replace her will of course have more modern arrangements for loading and discharging, and it is devoutly to be hoped that Messrs Salvesen will be disposed to make some arrangements for coaling her in Stanley instead of at New Island, for she can ill spare the time for coaling on her mail trip. She usually leaves here Friday night, has to call at San Carlos, Port ~~How~~ Howard, Fox Bay, Port Stephens, New Island for coal, and usually some other ports for produce. Captain Saanum likes to get back on the night of Saturday week, that is to say within 8 days, of which one or two are occupied at New Island, so that he has very little time for the trip. If they had a stock of coal in Stanley the Columbus could be coaling whilst the outward mail is here, and so make a much better use of those days.

13. Par. 17. I was very glad to receive your telegram reporting the charter of the Ellen; knowing this justified the sale of 40 tons of steam coal to the S.S. "Neuquen".

14. Par. 18. We have felt rather anxious about some accounts of whaling Companies who have not called here and trust that they will have been paid allright. It is a great expense to them to call owing to the delay, and they are further deterred by the harassing Harbour and Customs regulations.

15. Par. 19. The Telephone switch will be sent to Darwin by the first opportunity, and the Governor will be informed as to

440 per Oreoma. (12.5.13) 8.

arrangement.

16. Par.22. I shall be very interested to learn what further steps have been taken with regard to the powers of the Receiver of Wrecks. The reason for not intervening over the ~~Samsen~~ was that I am Norwegian Consul, and that was presumably the reason why the Receiver stood aside in your time in the cases of the "Luigia S." and "G.F.Haendel". I would suggest that you might obtain a copy of the "Instructions to Receivers on Wreck and Salvage". We have an old edition of 1865 here which has Lloyd's stamp on it; the Receiver's book is an edition of 1895 published by Eyre & Spottiswoode, but possibly there will be a later edition as the M.S. Acts have been amended since that date.

17. Par.24. The London Salvage Association sent a diver from Montevideo to examine the bottom of the Lady Elizabeth and I am sorry to say that his report, copy enclosed, practically condemns her. He assures me that only the cement is keeping her afloat, and that we shall have to be very careful when taking the cargo out of her; he thinks that when the weight of the cargo is taken away the pressure of water will crack the cement in, and if that happened, the filling of the ship will be a matter of minutes only. The diver's report has been cabled home and we expect instructions by telegraph at any moment. It is a good thing that you are in communication with the owners, as you will be able to give me definite instructions as regards purchase, if necessary. It seems quite evident that she will not be able to go to sea again, but with her bottom in such a serious condition she can hardly be of any use as a hulk. The only way of utilising her as such would be to build a box on the inside and fill with cement, but even so one would be dubious of trusting her with much weight.

18. I am sorry to have to report that after all we had the vouchers of the "Terpsichore" in the office here, the

440 per Oromo (12.5.13) 9.

same being discovered only when straightening out papers after completing the annual accounts. Up to the last moment it was uncertain whether Captain Noreiks would be well enough to go by the steamer, and we were not able to issue his ticket until the Doctor from the mailboat had been ashore to see whether he would take him. Mr Oswald then had to go to the Cottage Home to get the General Account signed. Captain Noreiks insisted upon having this himself and it was left with him; we were hurrying to despatch the steamer, the remainder of the papers were overlooked, and I especially regret that the Consular Protest was with them. Will you kindly forward them to the Owners with an expression of our regret for the inadvertence.

19. A copy of ^{correspondence} wires with the West Coast Manager as to the annual shipment of live rams purchased from us for Punta Arenas is enclosed. The trouble is entirely due to Captain Lawrenson and this profitable sale of rams looks like being lost unless the PSNC relent. In my reply to Mr Pearson I thought it good enough to suggest competition from small steamers from Punta Arenas although we know that it is very difficult to get one at that time of year.

20. I reported by last mail that Mr Patron is purchasing live sheep for shipment to Buenos Aires. His steamer, the "Neuquen", 1185 tons, arrived here on April 29th after being delayed on the way down for repairs to engines and boilers. We have made stoppers for 12 of the boiler tubes here, so that the condition of the boilers must be pretty bad. She left for Port Howard on the 7th and is supposed to load 4000 sheep between that Port and San Carlos. They say that they intend getting a couple more loads, if they do come again, they will bring us down a quantity of flour and kerosene, as it will be cheaper than buying in Montevideo and paying the PSN freight.

440 per Orcoma (12.5.13) 10.

21. We succeeded in getting the Chilians to Goose Green and back to Stanley without sending the Samson, and the whole of the canning work was completed in the 6 weeks. They returned to Stanley in the Columbus the day before the outward mail arrived and were all paid off that evening. We had saved up some 350/400 sovereigns and thus avoided paying commission at Punta Arenas as last year. The payment in cash here would have been disastrous if they had been delayed in Stanley, for next morning all were drunk and we feared that some had been left behind. We therefore sent on board the Orissa to ask the Spanish steward to tally them; his reply was that two had been stabbed, one had his head broken and all were drunk, but as they were all sleeping and quiet he thought it better not to disturb them. Fortunately, they were all on board, at any rate we have not heard of anyone left behind.

22. In accordance with the permission given by your telegram Mr Oswald leaves by this mail.

23. I am closing this despatch on the 9th, as we expect a great number of passengers for the mail by the Columbus who will require their money matters attended to.

I am,

Sir,

Your obedient servant,

440 per Orooma (12.5.13)

ENCLOSURES

- Duplicates. (Originals per Flamenco, April 23rd 1913)
- Despatch No 459
- Store Indents No 467
- Remarks on Stores
- Statement on Accounts
- Specification and Bills of Lading per Flamenco.

ORIGINALS

- Copy of Stanley Cash Book for March
- " Journal "
- Cash Voucher - West Store.
- Store Indents No 468
- Remarks on Stores
- Stanley Ledger Balances, March 31st.
- Coasting Insurances
- Stanley Wages Return, March 31st
- Camp Wages do do
- Bk. "Terpsichore" - Copy of Accounts
- Bk. "Lady Elizabeth" - Diver's report,
- A. Lellman. List of expenses at Buenos Aires.
- S.S. "Columbus". Account to 31st March (with press copy)
- Shipping Report
- Farm Account - Abstract of Accounts 1910/12
- Rams ex Oravia. Account of Sale & expenses (with copies)
- Crew of Oravia. List of those claiming salvage.
- Shipment of Produce., tabulated return as to.
- Buildings Account (1912), Rough notes of expenses on
- Mrs Jones. Deed of Release and endorsed cheque.
- Duplicate (Original not received) of telegram from W.W. Bertrand
- Receipt for cost of rebaling H. & B. 14 Bales Wool
- Copy of copies. with PSNC, Valparaiso.
- Copy of telegrams received and despatched

440 per Oromma (19.5.13)

ENCLOSURES (continued)

Remarks on Accounts and Replies

Statement on Accounts

Specifications:- Wool. Skins.

S	135
McG	7

ORCOMA.

May 15th

13.

441

Sir,

My despatch dated yesterday was recall closed on the 10th in anticipation of work in connection with passengers going home by this mail. I am glad to be able to report the arrival of the "Prigga" on the evening of the 10th instant. We commenced the discharge this morning.

2. No further telegram has as yet arrived from the Salvage Association about the Lady Elizabeth. The crew have been paid off so as to enable them to get away by this steamer.

3. In view of the increased value of sheep, the East Falkland farmers intend to charge the local butchers 12/- each for wethers; this has been contemplated for some time and I was approached by them with a view to raising the selling price of mutton. I declined to do this until they had been compelled to tell their customers that the price would be raised, so that the onus for doing so should not rest on us. The price will be raised from 3d to 3d per lb from June 1st, but I propose to let our own men have it at 2½d. We increased the wages by 1d an hour, equal to 4/6 per week, but this would be swamped by a 50% rise in the price of the staple article of food added to increases in other commodities, and I think that the lower price to our men will be politic. It will be a counter move to the action of the Government in giving their employees free medical attendance.

4. Captain Saanum reports the loss of 4 Hides belonging

F. E. Cobb Esq.,

Managing Director,

London.

2.

to Messrs Bailion & Stickney owing to the unhooking of the sling whilst loading - 5 went overboard, but we were able to recover one only by grappling. An extract from the log book will be sent. The Columbus brought in one bale Heart mark in 3 halves; we refused to accept it on the hulk and Captain Saanum will have to take it back to Fox Bay to be re-pressed. One bale Heart and four bales WKC were brought in very wet from bilge water on the Columbus - we fear they will not be dry enough when the Inca arrives to ship by her

5. Canning return and report by Mr Weiss which were sent in by Mr Allan are sent herewith in original. We had just time to make copies for record here.

6. The Oreama reports by wireless that she will arrive about 10 a.m. tomorrow. We have 45 passengers for her.

I am,

Sir,

Your obedient servant,

Respectfully,
[Signature]
[Name]
[Title]

441 per Droom (13.5.13)

ENCLOSURES

ORIGINALS.

1. Store Indents Nos 168
2. Remarks upon Stores.
3. Manifest of cargo per Columbus - Voyages A.36 and 37
4. Feiss's report on canning 1913 (with copy) and returns.
5. Copy of letter to E. Pinto Basto & Co.
6. " London Salvage Association, May 10th.
7. " PSNC, Liverpool, May 10th
8. " from L. & R. P. Bank Ltd, 28th March.
9. Extract from Log of S.S. "Columbus".
10. Copy of Telegrams sent and dispatched, London Salvage Association.
11. Mr Allan's letters (2) to Managing Director.
12. Copy of letter to PSNC, Liverpool, May 13th, with Account.
13. Statement on Accounts
14. Letter for F. E. Cobb Esq.
15. Specifications:-

	Wool.	Skins.	Tallow.
J L W	9	14	
W E D	24	11	
Triangle			
F. B.	4	1	
J			15
Triangle			33

S.S. INCA

May 31st.

18.

442

Sir.

1. I wrote last per ORCOMA, which left on May 14th, and received per OROPESA, on the 28th your despatch No. 1118.

2. The Inca, which was due on the 22nd, did not arrive until the 30th. She has loaded produce as per enclosed specification, and I take the opportunity of sending a short despatch in advance of the regular mail per "Orissa".

3. Captain Hobson, of the Oropesa, telegraphed to the Governor that as he could not arrive before 2 p.m. and wanted to get away the same night he proposed to anchor in Port William, and we were glad that the Governor replied that if he did so he would be left there by himself. He therefore came into the inner Harbour and finished the cargo by midnight, but it blew such a gale that our workmen could not get off the lighters on to the steamer even, and had to remain there all night. On the question of receiving cargo in Port William I take the opportunity of pointing out that Captain Lawrenson has not yet brought the Oronsa into the inner Harbour, and we should be very glad if you would bring the matter to the notice of the P.S.N. In the old days when the Oronsa, Oriana and Ortega called here there was no question of not coming in. Captain Kite brought the Oronsa inside on one occasion, but we know that there is great difficulty in turning such a large vessel, and we have had to take lighters out to her in Port William. To take delivery of cargo there not only costs us more but entails more

F. E. Cobb Esq.

Managing Director.

London.

442 per Inca, 31.5.13

2

risk of damage to the lighters. As we have only three of these we have to take great care of them, but in spite of this they do get considerably damaged, and we are anxious not to see the practice of anchoring the outward steamers in Port William extended.

4. Whilst the Columbus was loading wool at Teal Inlet on May 18th one bale which was rolled down the jetty onto the raft, got out of control and bounded off the raft into the water. It was recovered and returned to Mr Felton for drying and rebaling. The usual certificate is enclosed; these occurrences are becoming very frequent, and you may think it better to refrain from claiming on the Underwriters, and to let the Columbus pay the cost of rebaling which will be about 24/-.

5. Mrs M.A. Smith & Sons have given formal notice that they will pay £1000 off their mortgage at the end of this year.

6. I am able to send you a return from Mr Weiss of the Canning for 1913. This return gives detailed particulars of numbers killed, description, average weight and the outturn from the different classes of sheep. The daily coal consumption is given on a separate return. Mr Weiss has sent also accounts of material used and stock on hand which will be dissected and tabulated as soon as possible. There will be a double advantage in this - it will save work at the end of the year and will place you in possession of the cost of canning some time before the produce is sold even. When writing my 436/2 as to steam coal and Goose Green requirements I did not anticipate that the coal consumption would be so much less this last season. A sample of the boiler feed water goes per Inca, and we have packed in the same case two samples of sea water from Stanley Harbour.

7. The Norwegian Barque "~~Edy~~ Wynford", Captain Neilsen, 86 days out from Port Talbot to Caleta Calosa with deal, put back from the South of Straits of Le Maire, owing to damage sustained to standing and running rigging and loss of sails. We have cabled you for a credit of £1000.

442 per Inca, 31.5.13.

3

8. I am very sorry that the condemnation of the **Lady Elizabeth** was quite unavoidable - copies of telegraphic messages from and to the London Salvage Association are enclosed, although you will probably have seen most of them as I advised them to confer with you as to the disposal of the cargo. I have now obtained sufficient documentary evidence that the cost of repairing would exceed the value of the ship, and have, as Norwegian Consul, handed the Captain the necessary certificates for condemnation.

9. The "**Frigga**" finished discharging in Stanley on the 25th, and left for Darwin on May 30th with about 250 tons to discharge there. The Captain is very anxious not to return to Stanley, and takes out a Customs Officer to enable him to clear direct from Darwin Harbour. We will send you later the different accounts signed by him, and ask you to pay to the Owners the balance of freight less these disbursements.

10. When passengers baggage brought from the **Oravia** by the **Samson** and Whalers was sorted out in the Custom's Warehouse it was found that cases of whaling cartridges had been brought up with the luggage. It appears that these could not be got to Liverpool in time to ship by the **Oravia** as cargo, so were sent by a passenger train and were stowed on board with the luggage. These were urgently required by the Magallanes Whaling Company and the day before the **Oronsa** arrived to take on the **Oravia's** passengers I had a telegram from Mr M. Braun who was on the **Oronsa** asking if these cartridges could possibly be obtained. On the arrival of the **Oronsa** they were handed to Mr de Bruyne on his giving an undertaking to pay salvage claims. We have now received a letter, copy enclosed, from the Consignees, the **Sociedad Ballanera de Magallanes**, enclosing draft for £46. 3. 4. in payment of salvage. We are not quite sure whether the **Samson** or the "**Paal**" brought up the cases, but think it was the

042 per Inca. 13.5.13.

latter; as the P.B.N.C. are settling for salvage services of both these vessels by payment of a lump sum, this money presumably will belong to them, but as the draft is made to our order, we send it to you in the first instance.

11. Captain Iven Nilsea, representing the Underwriters of the Sobraon, arrived by the Oropesa with a diver, and proceeded to New Island in the Columbus yesterday. He hopes to be able to effect sufficient repairs to get the vessel away without coming to Stanley at all.

12. A copy of correspondence with the Colonial Secretary as to the switchboard for the Darwin Telephone is enclosed.

13. We have shipped by the Inca 58 cases of Extract, leaving 9½ to follow by the next chance. 360 cases mutton were shipped from Goose Green, but in shipping these the Columbus broke nine and delivered the tins. We repacked 8 cases, and kept back for sale locally 1 dozen tins, which were badly knocked about. We have marked the repacked cases 1-8 and suggest that these might be sold separately as the tins are somewhat dented and might prejudice the remainder. Mr Allan sent in one set of boards which were too small - we have utilised this and marked it No.1. The quantity of meal shipped is so small that it does not seem worth while to divide it between London and Liverpool.

I am,

Sir,

Your obedient Servant.

ENCLOSURES

DUPLICATES (Originals per Orcoma, May 14th)

- Despatches Nos 440 and 441
- Copy of Stanley Journal and Cash Book for March
- Store Indents Nos 468
- Remarks upon Stores and Replies
- Stanley Ledger Balances to March 31st
- Stanley Wages Return to March 31st
- Coasting Insurances
- S. S. Columbus Account to March 31st
- Remarks on Accounts and Replies
- Statement on Accounts

ORIGINALS

- Store Indents Nos 469
- Revised Return of Goose Green Canning season
- Insurance on Produce. - Return No. 100
- Barque "Wynford", - copy of Surveyors Report
- Extract from Log of "Columbus" at Teal Inlet
- Copy of correspondence with Col. Sec. re Darwin Telephone
- Copies of telegrams received and despatched
- Copy of letter from Sociedad Ballenera de Magallanes, with draft for
Specification and Bills of Lading, - shipment per Inca

Specifications:-

	Wool	Sheepskins	Tallow	Extract
D.H.	6	8		
H.W.	45			
F	150		3	
H.C.C.			32	
F.L.C			189	68 (with extra copy)

R.M.S. ORISSA

June 9th

13.

448

Sir,

I was able to acknowledge your despatch 1118 by the Inca which left early on Sunday the 1st instant, and hoped to have been able to answer fully by this mail. I find myself unable to do so owing to several reasons; the arrival of the Inca just after the outward mail, King's Birthday celebrations, Legislative Council, and a bad epidemic of influenza cold from which no one has escaped. Wireless telegraphy has increased our work considerably; we have to use different codes, and the cost per word being so high a lot of time has to be devoted to compressing as much as possible.

2. 1118-2. When your telegram of my 1st arrived the word "vanadis" was decoded instead of being read as the name of a vessel, and I interpreted the message as meaning that the "Ellen" would bring general cargo and steam coal. It is good news that we shall have two vessels, and the stock of steam coal will enable us to sell to whaling steamers if necessary. You will have learned from my 438/2 that it is improbable that there will be enough tallow to fill the "Vanades", but next mail may bring news of some arrangement for her to take on part of the cargo of the "Lady Elizabeth".

3. Pars. 3 & 24. I feel sure that it will be a mo...

F.E. Cobb Esq.

Managing Director.

London.

443 per Original (D. G. 13)

2

is the right direction to have a more modern pressing plant at North Arm instead of continuing with the old built up box system. The cost of repairs to those boxes has been heavy, probably more than the Directors are aware of, as the work has been done locally and divided between Stanley and Coop carpenters and blacksmiths. The mills press has a wooden box, but is so well devised that repairs are not likely to be required. The timbers are disposed vertically, and bound by H section steel girders, that is at right angles to the grain of the wood. The planks of our boxes lie horizontally, and are strengthened by flat steel bars running parallel with the grain of the wood. You will, however, have obtained full information from the manufacturers on all these points.

4. Par. 4. The word "errito" in the wireless telegrams indicates, as you surmise, that they are despatched via the Cerro at Monte Video. The working is now excellent and quite reliable. The P.S.N.C. have a private code which is more complicated than any other that I have seen; I have written to the West Coast Manager suggesting that we should use the A.B.C. 5th Edition in our messages.

5. Par. 10. I fear there is no possibility of my being able to find out if there is likely to be any obstruction as regards the School building; the Governor would decline to express any opinion on the plea that the case might come before him in his judicial capacity, and Justice Smith (and the Governor as well) would be only too delighted if we took some step which would give an opportunity for interference. I will discuss the matter with Mc Allan when this mail has gone, - there is, as you say, no immediate hurry about it.

6. Par. 12 & 16. I have asked the West Coast Manager

413 per Orissa (D.S. 13.)

3

to send a steamer about the end of July or early in August to catch the September sales; there are just about 1000 more bales of wool yet to come in.

7. Par. 14. A fine of £3 was inflicted for the second offence in the case of the Orissa for describing Beer as Rice. We shewed the Collector the Bills of Lading and he quite saw how the mistake had arisen, but was not allowed to make the fine less than £3, which we paid. For the present this has been debited to Store Account - will you recover from Messrs London & Company?

8. Par. 15. You will no doubt have seen most of my telegrams to the London Salvage Association; copies are enclosed for reference together with a copy of the certificate which as Norwegian Consul I had to issue as to the vessel being unfit for repair. The Norwegian Laws and Instructions do not give any specific form of certificate - I purposely avoided using the word "condemn". The Salvage Association ask several questions which cannot be answered from here and I suggested that they should negotiate with the Owners as to the terms on which they could obtain possession of the cargo. If this is forwarded to destination the cost of transshipping will depend on the class of vessel sent to take it on. If she is a large ship the cargo can be transferred alongside, but if small vessels necessitating loading long lengths through a timber port, the cargo must be placed on a low lighter first. I gather that you are in communication with Mr Lowrey and that you may come to some arrangement for forwarding part in the "Vanadis".

9. Par. 21. I cannot understand what Mr Turner can have meant by "Colony Office". He is local Agent for the "Mannheim" Insurance Company and received telegrams asking for information about the "Sobraon". One of Salvosen's small masters came in on the 6th with letters and a telegram, and

443 per Orissa. (9.6.13.)

4

I learned from the Captain that Captain Nilsen, the Underwriters' representative expected to get the *Sobraon* away early next week.

10. I am compelled to defer answering your paragraphs 5 to 8 and 17 until next mail unless some earlier opportunity occurs.

11. Messrs Stubenrauch & Company inform me that they intend sending the S.S. "Rio Gallegos" across shortly to make another attempt to save cargo ex "Oravia".

12. I got Mills to make some notes as to the functions of the Worthington pump (fitted to the *Samson* when at Monte Video), which was sent to Goose Green to take the place of the boiler feed pump which had burst. From these notes you will see that practically speaking the Worthington could have been done without, but it is an useful adjunct, and in the absence of anything in the nature of any spare gear here and of means of obtaining any in case of accident, we would not go so far as to condemn Atherton for having asked for it. If it were decided to keep this as a spare feed for Goose Green, it must be out there at the beginning of every Canning Season so as to be at hand, - not a good arrangement, and one which Mills would not recommend. At the same time, if the Directors wish to curtail expenses, it can be done. An injector would cost only about half as much as the cheapest single Run Cameron pump, and freight would be a smaller matter. Provided therefore that Messrs Babcock & Wilcox see no objection to an injector being fitted, this would be the best method of dealing with the matter.

13. The "Frigate" had to put back to Port William and is still there. The Captain badly wanted me to tow her to Darwin, but I felt precluded from entertaining the idea at all. It would however have been better for us to have done this for £30 or £40 as they have been quite out of coal for over a week.

443 per Orissa. (9.5.13.)

5

and have been burning wood and steam coal from Goose Green. Moreover as it is far cheaper for us to have a supply occasionally I think that we should, in view of the increasing difficulty of getting them, do what we can to encourage Owners to charter to us. Being Barque rigged, not barquentine like the Ragchild, she cannot beat, and it may end in towing her round after all.

14. We learn from one of Messrs Salvesne's New Island whalers, which was sent in here with men to catch the mail steamer that the Columbus did not arrive at New Island until the 5th. Captain Saaman told Mr Hansen that he feared that he would not be able to be back in Stanley in time for the Orissa, and handed over the mail to the whaling steamer which Mr Hansen decided to send in. This will be very unfortunate as passages have been reserved for Mrs W.S. Williams and child and for Mr & Mrs James Smith of Great Island.

15. Mr William Biggs, late Foreman Carpenter, died on the 6th instant. John G. Melway's services will terminate at the half year and pension will therefore commence on 1st July next.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES. (Originals per Inca 31st May.)

Despatch No. 442

Store Indents No. 469

Remarks upon Stores

Copy of letter to Col. Secretary, re Darwin Telephone

Specification and Bills of Lading, shipment per Inca.

ORIGINALS.

Copy of Stanley Journal for April

Copy of Stanley Cash Book for April

Cash Voucher, West Store, for April

Store Indents No. 470

Remarks upon Stores and Replies to Remarks

Goose Green Indent

Coasting Insurances

Copy of Certificate re "Lady Elizabeth" repairing

Notes on Sanson's Northington jump

Copies of wireless messages received and despatched

Mr. Allan's letter for Managing Director

Copy of letter to Pinto Basto & Co. - Lisbon

Copy of letter to London Salvage Association, - June 9th

Shipping Report

Remarks upon Accounts and Replies to Remarks

Statement upon Accounts

Letter for F.E. Cobb Esq.

Specification:-

	Wool	Sheepskins
D.H.	1	
J.R.	31	2
M & G	36	3

memo to Rev. Commodore J.C. 435/6 pages 394/5

ORISSA
444.

June 10th, 18

Sir,

The Columbus arrived last night from the mail trip bringing back the bulk of her outward cargo for Spring Point and Dunnose Head, and only 159 bales wool and sheepskins.

I am compelled to write very plainly on this question and will commence by detailing the damages that have lately occurred. During the night of May 28th when she was lying alongside the East Jetty taking in cargo we had a gale from the North; the Captain tried to heave her off but failed, one of the bearings of the anchor wondlass broke during the attempt, she heeled over to the hulk, broke the boatskid so that it is impossible to lower the boat, and damaged the boats. Large rope fenders were put out but she struck heavily against the hulk cracking one of the plates to the outside of which the davit sockets are rivetted. She also dented in one of the plates further aft and seems to have started the decks amidships and aft, as these are leaking.

On May 30th just after leaving the West Jetty at half speed to start on the mail trip, the anchor stop broke as she was abreast of the hulk Fleetwing, the brake would not hold it, the dropping of the anchor caused the ship to veer to port, rendering a collision with the Fleetwing inevitable. Captain Saanum manoeuvred her as skilfully as possible and minimised damage. In striking the hulk she broke her
rigging

F. E. COBB ESQ,
Managing Director,
LONDON

(444 per Orissa, 10.6.13)

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rigging screws and dented in the rail, and carried away the figure head and cradle timbers of the Fleetwing.

During the passage to the West she had very heavy weather, and on arrival at New Island on June 4th they found over 2 feet of water in the after hold over the tank which meant that the cargo was in $1\frac{1}{2}$ feet of water. The bottom tier consisting of flour, cement etc is therefore damaged and will be discharged here for survey. They started to pump from the engine room, there being no deck pump, but as there are no bilges in the after hold could not get all the water out. Later they pumped water out of the ballast tank and the water in the hold subsided shewing that the top of the tank must leak. The ship will not stand upright unless she has all ballast tanks and the starboard boiler filled.

Some time ago we put a band 2 $\frac{1}{2}$ feet deep round the funnel and now find that another, 3 feet deep, must be put on above it before she can go out again. The cargo winches and anchor windlass need thorough repairs and overhauling, as something is always carrying away.

Before leaving on the last trip 33 boiler tubes were leaking at the tube plate and had to be expanded; these are keeping fairly tight but now a lot of the stays must be renewed - larger stays will have to be put in. The boilers are so weak that they expand and contract a lot, causing leakage at the seams, and in fact all over.

Captain Sven Nilsen, the Underwriters Agent for the Sobraon, who went out in the Columbus to New Island told Captain Saanum that she is really not safe, and asserts that he will send a statement of her condition to newspapers. Whether this be so or not, his is expert testimony as to her state.

I am bound to say now that there is a very big responsibility resting on someone for running the Columbus in such an unsafe condition, a responsibility that might prove to be little short of criminal, and the point is, on whose shoulders does this rest? It seems to me that we are all more or

less involved and that we cannot evade it. Captain Saanum states that when he first saw the Columbus in Buenos Aires he advised Messrs Selvesen to cancel the agreement to purchase but that was no doubt impossible. But further he assures me that when she was repaired at Montevideo last year he told them that the Surveyor did not really examine the boat, so that they must know what value to place upon that certificate. Since then he has written continually pointing out her defective, and I may say unsafe, condition, but his letters are practically ignored. It is therefore simply disingenuous for them to tell you that a few new bolts in place of old ones have put matters right. Captain Saanum could not tell me that he has written strongly if he had not really done so - he says that he has copies of his letters but these are in Norwegian.

I must therefore write very strongly on this question: - If the boat were lost there would be an Official Enquiry and we know that it would be a searching one - an attempt would be made to saddle us with some of the responsibility, and our arrangement with Selvesens might have to be disclosed. She ought not to continue running, but who is to take the first step? Captain Saanum vows that he has written repeatedly to Selvesens, but they take no notice. If he or the Engineer were to throw up their job, they may not get another. The Government here have no official information which would justify them in having her surveyed. I as Lloyds Agent have heard sufficient to cause me to think that she is not safe, but have no locus standi without something official to go upon.

Something must be done, and that quickly, or we shall before long find ourselves without any coasting vessel at all. We shall have to keep her in Stanley and do some repairs to boilers, funnel, winches, ballast tanks and boat skid, and her first trip will if possible, ^{be} to Lively Island, Speedwell Island, North Arm and Darwin and Coose Green. I shall send out to North Arm all materials required for next season and a good supply of provisions. Darwin is nearer and we have the

444 per Orissa, 10.6.13)

4

Vanadis and Ellen both going there later. While on the subject of supplies for Darwin I may mention that since writing my despatch closed yesterday I sent out to the Master of the Frigga offering to tow him there for £40. She had been in Port William for no less than 10 days without any sign of moving, they have been out of coal at Darwin for a long time and it was necessary to do something. The Samson left here before daylight this morning, took her in tow in Port William and arrived at Darwin between 6 and 7.

Captain Saanum is inclined to telegraph to Selvesens now about the Columbus - in any case I trust that you will telegraph something to me as soon as possible on this question.

I am,

Sir,

Your obedient servant,

Manager.