

R.M.S. ORONSA

July 9th.

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445:

Sir,

I wrote last per Oronsa, which left on June 18th, and per Oronsa on June 25th, received your despatch No. 1119.

8. 1119 - 6. The photographic goods salvaged ex "Oravia" will be sold to the best advantage, and proceeds remitted. Seeing that all salvage claims will have been settled by payment of a lump sum there will be no charge here for salvage of that case; if anything is payable by the Underwriters it should go to the Pacific Steam Navigation Company, as in the case of the whaling cartridges.

3. Par. 9. I discussed with Monicoll the question of renewing his agreement, - the point was whether we should give a small increase of salary with passages home at the end of five years as has been done in other cases, or a more substantial increase of pay without any liability for passage. I feel sure that you would prefer the latter, as one never knows what the liability would amount to, and two items of passages home and successor's passage put together are a heavy charge. We have therefore agreed that Monicoll shall carry on indefinitely at £15 per month, subject to four months' notice on either side. His present pay is £160 a year, - the increase is somewhat high, but he is well worth it to us from the work he turns out, and the fact that not a pound of material is wasted in the country. He would

F.E. Cobb Esq.

Managing Director.

London.

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not remain for less without a guarantee of return passages at the end of five years.

4. Par.10. I hope that you have secured the hull of the "Lady Elizabeth" for less than £1000,-- you will see from the certificate of condemnation that her value was estimated at £500, and the Master confided to me that the Owner hopes that the ship will have been valued at not more than £450. As regards the cargo, I thought we could do with part as mentioned in your telegram, but we ought to be the sole buyers here so that our market is not spoiled. I had an idea that you might have been able to arrange with the London Salvage Association to forward part in the Vanadis, and that we should take over the balance. I had no specification of the cargo until this mail, which brought one from the Salvage Association. Your telegram does not mention cargo, so at present I do not know whether you have bought this or not. If so the timber will have to be sawn into boards and scantlings, and we shall have to rig up our circular saw and endeavour to run it from the smithy engine, as the Lady Elizabeth is not fitted with donkey boiler and steam winch. I suppose you do not contemplate fitting her out with one,-- if so it might be possible to saw the timber on the ship's deck just as we used to do with the circular saw on the deck of the Egeria.

The Master has not up to the present heard of the sale, and I have kept it to myself until a few days ago as it saved our keeping a watchman on board; our men have all been fully occupied on the sails and rigging of the Wynford and it would have been inconvenient to take them off this in order to make an inventory and send the yards down. The Master and Chief Officer have been living on board all the time, and will continue to do so until definite instructions are received from the Owner.

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5. Par. 11. We shall have no difficulty in measuring the timber at the end of the present year, but it could not be done in January last on account of want of shed room. When the Ragnhild was discharged we had to stow the wood in five sheds and hulks, and also stack scantlings in three different places in the open. We had only a limited number of days for discharging, and found it impossible to tally what went into each separate storage place. The inability, therefore, to measure all the stock last year was entirely due to want of room for turning the wood over. The woodshed at the East Jetty really needs to be twice as large.

6. Par. 12. Captain Saanum has left on the three last mail trips with the full intention of picking up Messrs. Paake Bros' wool at Port Howard, but has not succeeded. The Columbus always has a good quantity of outward cargo, most of which is on board when she calls at Port Howard, and it is inconvenient to put wool on the top of general cargo. Moreover there is so little time to spare when she has to call at so many places, coal at New Island, and get passengers to Stanley to catch the homeward steamer. I have told Captain Saanum to get the Port Howard and Dunnose Head wool this time at all costs.

7. Par. 14. Should another accident unfortunately happen to Hill Cove wool Mr. Miller will be asked to mark it H & B with some additional distinguishing letter.

8. Par. 13. Although the matter of the discharging, etc. of the cargo of the Lady Elizabeth will not now arise I would like to say in reply to your question that 17/- per ton is not a very exaggerated estimate of the cost of discharging, storing and reloading. When you consider that some of the timber is over 30 feet long the handling is a slow and therefore expensive process. She had only 11 hands, all told, on board, four having been lost over board, no steam

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winch, and we have no double steam winches for tackling the job with. Our hulks have small hatches, and the work would be terribly slow. The stowing in Vancouver, where they have every facility, and men accustomed to the work, cost \$1.10 per 1000 feet.

9. 1118 - 17 and 1119 - 15. ^{Weiss.} We came to Stanley for a few days, and I am glad to say that he and Mills have settled their differences. I do not anticipate any further trouble in that direction, and Mills will go out later to see that everything is all right, - in all probability they will work together far better than before. I am afraid that the Engineering question will always be a difficult one in so small a place as the Falkland Islands unless and until there is some expansion or considerable increase in the use of machinery. To keep a highly qualified man in the Camp for such a short season of work is no doubt expensive, but is at the same time a species of insurance, for something may happen, such as the blowing up of the place by Miller, which would be avoided if a capable man were in charge. In such a case the qualified man would, so to speak, earn or save in one day his salary for years.

We have now at Goose Green in Johnston a man who is accustomed to machinery, and the experience of last year proves that he is able to run the place; assuming that Mills goes out at the commencement of the season, and sees that everything is in order Johnston will no doubt do equally well again, so that we may consider that the arrangements are satisfactory for the present. Johnston, however, is an elderly man and the question will recur before long. Someone may turn up who would be a suitable successor, and if so it might be worth while to give him employment. As regards Stanley, we had F. Atherton, who was quite capable of running the tug, and had the great advantage of possessing a very strong stomach, and

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quality which both Baseley and Mills unfortunately lack. Atherton, however, reached the fatal stage of regarding himself as indispensable, and as reported in my 438/11 had to go, but May who was forcibly "exchanged" with the Government is shaping fairly well. For the present, therefore, we may I think let matters stand as they are.

10. 1118-8 and 1119-16. I was extremely glad to read all that you have written in these paragraphs, and feel that we are now on the right track. What I have feared is that a protest might have been sent in in such a manner as to spoil the chances of success, - that is to say that if the Colonial Office had been approached in the wrong way the Governor would have been able to point out that the Receiver's action had resulted in benefit to the P.S.N.C. He would, of course, have ignored the question of the principle involved, and would probably have succeeded in convincing them that it would be fatal to read the law in any other way. Had that been so we should be ousted more than ever in the future. The correspondence with Mr. Lourey puts the question in an absolutely reasonable way, whereas Mr. Ince's somewhat "bull at a gate" letter could only result in getting the Governor's back up.

Mr. Lourey did not write on the subject by this mail, but will probably send a letter by the next. It is currently reported that the Governor will leave here on August 25th for Australia, via Valparaiso, so that he will not have much time for dealing with the matter.

I was gratified to receive from Mr. Alcock a very generous letter of acknowledgement of our work in connection with the wreck, and enclose a copy of the same. I am assuming that the Directors will permit me to accept the douceur.

11. Par. 17. The injector and pump column will be sent to Goose Green by the first opportunity; Mills thinks that

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it will be better to use the injector for ordinary working, and have the pump as a stand-by. He points out that there is no feed heater in connection with the boiler, and that an injector heats the feed water, thus affording some economy in fuel.

12. Par. 18. I am sorry to say that I cannot but regard Messrs. Salvesen's letters as very disingenuous. I mentioned last mail that we should have to put another band round the funnel of the Columbus, above the other band, - we were not able to do this as she had steam up all the time for winches and Captain Saanum put a strip of canvas round and painted it so as to obtain a proper draft. On the way in from Darwin this caught fire, and Mr. Salvesen might have been still more "amused" if he had been on board to see three men continually throwing buckets of water on the funnel to extinguish the flames. As Mr. Arthur Cobb was a passenger at the time he will no doubt give you first-hand information. This, however, is only a minor matter, but serves as an illustration of the general condition.

I intimated to Captain Saanum that he is under the suspicion of telling us one thing and Salvesen's another so he brought his letter book, and translated some passages. There can be no doubt at all that he has reported the condition to the Owners, but they absolutely ignore it. The Chief Engineer has written strongly about the boilers, and I understand that Salvesen's Superintendent has recommended him to put in another row of rivets! After last mail left the Governor discussed the Columbus with me over the telephone; he said that he felt that the Government were incurring considerable responsibility, and that he was very uneasy about it. I tried to smooth matters over by saying that leaky boilers would not explode, etc; he replied that Saanum had himself said that she will not do much more than 5 knots, and in such a case how could she cope with the work here?

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I said that we had all written strongly by the mail about her, and hoped he would hold his hand until we had some reply. Possibly it will be just as well if the Governor steps in under Clause 18 of the contract, and instructs Baseley to Survey the boilers, in which case it is by no means unlikely that they will be condemned. The only consideration which restrains the Governor is that there is no other means of getting the mails out. She has left with these and almost a full load of stores, as we must make the most of her for so long as she can run, so as to get Stations supplied with stores, and if possible get in the rest of the wool. She will go to the usual places, and also Saunders, Hill Cove, West Point, Carcass, Roy Cove, Dunnose Head and Spring Point, so as to clear up the most distant ports. She cannot get back for the homeward mail, and I trust that the Manager at New Island has important letters for Messrs. Salvesen compelling him to send a small whaler specially, as she would then bring the homeward West Falkland mail as well. After her return I shall try for a trip to Bleaker Island, North Arm, Speedwell and San Carlos to clear up the wool. As it is uncertain how many more trips she will do I wrote to the Manager at New Island, as per enclosed letter, suggesting that he should send a whaler to Stanley if the Columbus does not arrive with the next outward mail soon after her usual date.

13. Par. 18. The Columbus did discharge direct into the Flamenco, and I hoped that the question of the one-sixth of the freight would not arise. So far as I can gather this has happened about 5 or 6 times in all, - Captain Saanum will look up his Logbook and ascertain for certain, and we will verify it. Only 8d. per ton is charged for labour, and is additional to hulk hire; we are entitled to this even when she does discharge direct, for our men have to assist.

It seems to me that the proportion of one-sixth was intended to apply allround, and that we are justified in charging it on

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the gross just as much as Messrs. Salvesen are entitled to deduct their 3½% on the gross earnings of the vessel, a question on which they adopted a very unbending attitude. We did not keep the Columbus idle in order to save the expense of passing the cargo through the hulk; the fact of the cargo boat being alongside prevented it. Although the discharge into the steamer took two days instead of one she did not lose anything, as she earns the whole of the coasting freight of the Colony.

14. The "Wynford" left on the 1st instant. Accounts and the Master's draft on Messrs H. Clarkson & Co. for £974:6:0 are sent herewith.

15. Some time ago the Governor told me that the Secretary of State had sent our various despatches as to the consumption of liquor in the Colony, the question having been started by Doctor Earl in his annual report for 1910, published in the Gazette of May 1911. Doctor Earl called attention to the evils arising from excessive consumption of alcohol in Stanley, and suggested the adoption of the Gothenburg system. Mr. Harcourt enquired whether this was feasible, but the Executive Council thought not, - the Secretary of State then enquired what steps they recommended, and the Governor replied that they were in favour of putting the licences up to auction. Mr. Harcourt thought that this would only intensify the evil, inasmuch as if the Publican had to pay a high figure for his licence he would be compelled, in order to recoup himself, to push the sale of liquor still more, and suggested an increase in the duty on spirits. At this stage the Governor told me what had been going on, and asked what I thought. I said that the higher duties would not deter the confirmed toper, and would only penalise the moderate drinker to no purpose. The Governor thereupon told the Colonial Office that all were

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opposed to higher duties, but the Secretary of State finally instructed him to increase the spirit duty from 12/- to 15/- per gallon, limiting the operation of the Ordinance to two years. I voted against this at the meeting of the Legislative Council, but it was of course passed by the official majority. No one supposes for a moment that two years hence the duty will be lowered. I take the opportunity of drawing your attention to the enclosed copy of correspondence between Mr. Williams and myself and the Government as to the selling of tonic wines in small quantities. We propose asking the Governor to modify the Licensing Ordinance so as to allow the sale of these in provision stores, - if he declines we will send the correspondence to the Secretary of State.

16. Since writing the foregoing in advance I have received a letter from the Colonial Secretary, copy enclosed, informing me that the Governor intends to have a survey upon the machinery and boilers of the Columbus on her return to Stanley. Probably there is more "amusement" in store for Messrs. Salvesen. You may imagine that I am very glad now that we filled her up with stores for the distant ports on the West, and it is to be hoped that she will bring in a full load of wool. We may get another trip out of her by doing some kind of patching of the boiler; I shall do my utmost towards this as it is very important to do the trip as mentioned at the end of paragraph 13.

17. I feel sure that the Directors will agree with me that the coasting business here is at present in a very unsatisfactory condition, and I venture to ask whether they will consider the question of owning a steamer and doing this work. The arrangement with Messrs. Salvesen has, without doubt, been of great advantage in that it has enabled us to raise the rates of freight considerably, has increased the passenger traffic and has proved that a steamer can be made

to pay. Many of the farmers, however, are of opinion that the new arrangement has not resulted in advantages or facilities commensurate with the largely increased charges, and are disappointed owing to the class of vessel that was put on. The wool is not collected more expeditiously than in the days of the schooners, but undoubtedly steam has come to stay, and a return to sail is out of the question.

The accounts of the Columbus prove that the gross earnings of a steamer may be put at about £9000, which is a fairly substantial figure to work upon, - the expenses of running her are, in the experienced hands of Messrs. Salvesen, kept down to a minimum, and we could not expect to do it anything like as cheaply, but on the other hand we should not have to divide the profits, and I feel sure that we should be able to shew a respectable result at the end of the year. The steamer should have a carrying capacity of 500 to 550 of our bales, that is about 20% more than the Columbus, should be of a lighter draught of water, run at say 9 knots as her economical speed, and be capable of doing a couple more in case of an emergency, should have 12 permanent bunks for passengers, with makeshift accommodation for a further 8 to 12, and her decks should be arranged to enable her to carry sheep across the Sound. With such a boat we ought to be able to get all the wool to Stanley by the end of May, after which the days are short and dark and it is impossible to do good work.

Some of the advantages of owning the steamer would be:-

1. There would be no division of profit.
2. She could coal in Stanley and save the monthly run to New Island, which increases her mileage so considerably.

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3. We could get all the wool to Stanley by the end of May.
4. We should be enabled to carry sheep across the Sound for the Canning works.
5. We should be saved an enormous amount of clerical work. I should like to say here that this is far more than the Directors can be aware of, and will ask you to look carefully at the returns of freight which we have to furnish to Messrs. Salvesen, all of which have to be agreed with the Captain. (Returns to June 30th will be sent next mail)
6. The Head Office would be saved considerable correspondence with Leith.
7. We might find when the Samson's days are ended that we could dispense with a powerful tug, and have one launch only in Stanley, something midway between the Samson and Plym, thereby saving considerably in wages.

I should prefer that Messrs. Salvesen should continue to do the mail work with their whalers, for the movements of the coasting steamer are far too much hampered by the contract. At present it means that she has to be in Stanley when the outward mail arrives, the very time when we want her least. All our men are fully occupied dealing with the outward cargo, and cannot attend to her, and we are tied to the office just when the Manager's supervision is most wanted. Of course we should miss the mail subsidy and some of the passenger fares, but the latter would not amount to a great deal, as people would much prefer to wait for our steamer rather than go in a whaler. Against this we should place the absolute freedom of the

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steamer's movements,- carrying of sheep across the Sound, attending to the requirements of our own stations a possible run to Punta Arenas for labourers for the canning and taking them back again, without their having to touch Stanley at all. This latter is an important consideration; last season's work finished very conveniently in six weeks, and we were able to get the Chilians back here the day before the outward mail arrived, but we cannot hope to fit dates in so well another time. There is another point,- we had the greatest difficulty in getting anyone to board the Chilians for even one night, and had to pay 5/- a head, and from the account I gave in 440/31 of their condition when leaving it is obvious that we should do well to avoid their coming to Stanley at all. I believe, too, that there are many small jobs which the farmers would like done if only the vessel were free to attend to them.

Furthermore, if we are not hampered by the mail contract is there any reason why the steamer, after having got all the wool in, should not go to England sometime between, say, July and October? I do not suggest this from the point of view of freight, but for a general overhaul and docking,- she would, of course, take cargo, say, hides and canned meats, as well as passengers, and could bring cargo back again. You would then be able to make any necessary changes in the engineering staff, and would save the heavy expense and delay of docking or going on a slip in this part of the world.

In the course of correspondence with Mr Hobbs I asked which was considered the most suitable steamer at Punta Arenas for general work, and he replied that the "Lovart" is about the best. The following figures show how she compares with the Columbus:-

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		Gross	Nett			
	Built	Tonnage	Tonnage	Length	Beam	Depth
Columbus	1895	352	168	135.8	23.1	16.0
Lovart	1892	398	221	145.0	26.1	9.5

The Lovart was re-boilered in 1906, had a new Donkey boiler in 1902, and is classed 100 A.1.

18. I reported by last mail that the Columbus had brought back cargo damaged. This was landed and surveyed, and my report on the condition is enclosed herewith. Captain Saanum noted a protest, and I thought had extended it, but I find this has not been completed. A copy of the extended protest will be sent next mail.

19. The enclosed copy of correspondence with the Secretary of Lloyds shows that the Governor is determined not to let us along. It is no doubt fortunate that the Harbour Master was appointed as one of the Surveyors on the Columbus.

20. Doctor Wace came to Stanley to consult Dr. Pearce, and unfortunately fell when on his way down to the Columbus one very frosty morning. The day after his return to Darwin he attempted to go to a very urgent case, but when only a little way out fainted on the horse, and had to turn back. The case was so urgent that he obtained the Governor's sanction for Dr. Pearce to go out, but not being used to riding here, and the weather being so bad, Doctor Pearce could not tackle so long a ride, and I therefore sent the Samson out, remaining over a Sunday at Darwin. The men were not paid any extra wages or overtime on this trip. Mills overhauled the engine at Darwin, and brought back the old chimney for a new one made, and on the way back the Samson towed the Frigga down the Sound.

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21. The Captain of the Frigga is about the most nervous man we have ever had in a small sailer, but it is only fair to add that the ship herself is very clumsy. Seeing that we have charged \$52 in all for towage I threw in this tow down the Sound. The Captain told Mr. Allan that his demurrage comes to something like \$45, but we do not admit this at all. Should the Owner have anything to say about it we will put in a counter claim for loan of scows at Darwin for ballasting, wages of men who were allowed to give some assistance, and towage down the Sound by the Samson.

22. The S.S. Rio Gallegos came over here on June 28th for a further attempt to salve cargo ex Oravia, but the divers report that the body of the ship has sunk in 12 fathoms of water, and is broken in pieces. Not a whole case of cargo is to be found, and all that they can possibly recover are the propellers and sundry copper pipes.

23. You will see from the enclosed copy of letter to the P.S.N.C. Valparaiso, dated June 25th, that I have asked for a cargo steamer for about the second week in August, and have stated that we shall require 1400 tons space. We have now in Stanley 320 bales of wool and sheepskins, besides 3650 cases of mutton and tongues, and hope to get some 450 further bales by the Columbus. She is not likely to be back for a week, and Baseley informs me that the complete survey ordered by the Governor will occupy another week, so that, assuming she is still allowed to run, she would only be ready in time to take out the Oromo's outward mail on July 26th. In that case I should endeavour to get in the Goose Green tallow and the wool from the small farmers on the South coast. But there would be still the balance of Mr. Bonner's wool (200 odd bales) and Mr. Cameron's 2000 cases of mutton, which were included in my calculation for the P.S.N.C. It would be very hard indeed on Mr. Bonner that two-thirds of his wool, shorn in January,

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should remain unsold until November, and Mr. Cameron would much resent not getting his tanning products home until so late, - moreover I have guaranteed to the P.S.N.C. 1400 tons of cargo. The Columbus certainly could not get this all in, and may be unable to collect any more after this trip. - I have therefore taken the responsibility of chartering the "Rio Gallegos", at £25 per day, to go to San Carlos to collect wool and meat. Of course Messrs. Salvessen will object, but I feel that it is better to incur their wrath than to give such legitimate cause for dissatisfaction to those to whom we look for future business,

24. The "Jacques" arrived on the 4th instant, and will start loading ewes from Fitzroy as soon as the same are driven in here.

25. The S.S. "Neuquen" arrived on the 3rd instant, and left for Port Howard on the 5th, to load sheep for Bahia Blanca. I took the opportunity of getting flour, maize, pollard and other sundries from Buenos Aires, details of which will be reported next mail. She expects to return for one more load of sheep in about 2 or 3 weeks.

26. As the Columbus has not returned with the West Falkland mail we have had no further news about the S.S. Sobraon; the last we heard was on June 10th when I received a request from Captain Nielsen to cable to Norway that he hoped to sail with the Sobraon next week.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per Orissa June 10th)

Despatches Nos 443 & 444.

Copy of Stanley Journal for April.

" " Cash Book "

Store Indents No 470.

Remarks upon Stores.

Coasting Insurance.

Mr Allans letter for Managing Director.

Remarks on Accounts and Replies.

Statement on Accounts.

Letter for F.E Cobb.

Survey Report on Columbus.

ORIGINALS.

1. Copy of Stanley Journal for May.
2. " " Cash Book "
3. Cash Voucher. West Store, May.
4. Store Indents No 471.
5. Remarks on Stores and replies.
6. Coasting Insurance.
7. Barque "Prigen" - Accounts (in Duplicate) with Covering Vouchers.
8. Barque "Wenford" - Accounts.
9. " " - Copy of Final Survey Report.
10. Damaged Cargo per Columbus - Report on.
11. Manifest of Columbus Cargo - Voyage A40.
12. Goose Green return with Notes by Weiss.
13. List of Articles salvaged from "Malvina".
14. Copy of Correspondence re sale of Tonic Wines.
15. " " " with Lloyds re Surveyors.
16. " " " re Sabraon.
17. " " " Mr Alcock re Oravia Wreck.
18. " Letter to Manager. New Whaling Co. re Mail work.

ENCLOSURES - Continued.

19. Copy of Letter to P.S.N.C. Valparaiso - re cargo Steamer.
20. " " from Colonial Secretary re Survey on Columbus.
21. " " to P.S.N.C. Liverpool - July 7th.
22. " " to London Salvage Association (2) July 7th.
23. Copy of Wireless Telegram received.
24. Remarks on Accounts and replies.
25. Statement on Accounts.
26. Shipping Report.
27. Audited Profit & Loss and Balance Sheets for year ending 31 Dec 1931.
28. Mr Allans Letters (2) for Managing Director.

Stanley, July 15th, 1913.

My dear Mr Cobb,

The sympathetic tone of your letters emboldens me to write something of a dissertation upon the affairs of the Company generally, and I feel sure that you will interpret the same in the spirit in which it is written, that is to say a genuine interest in the Company's affairs, and not with the intention of criticising the policy of the Directors. At the same time I know that what I propose to write does constitute criticism, but after 20 years of service one cannot but feel affected by all that concerns the Company, and as you have paid me the compliment of saying more than once lately that you have been glad to have my opinion on certain questions, I gather that I may be privileged to express the same freely even though all that I write may not be quite acceptable.

When I took over the management 12 years ago our appliances were decidedly run down, and in addition to a fairly large expenditure on repairs, a tug and new launch were purchased. For the first few years of my term wool was at a very low ebb and our expenses were curtailed to the lowest figure, the expenditure on upkeep was limited to what was strictly necessary, and next to nothing was spent in extension of Plant. For the last five years however we have been very prosperous, and not only are we able to pay a dividend of 35%, but have been able to accumulate a fund of I suppose £40,000 for the sole purpose of keeping up the dividend. So far as one can judge there is every prospect of our being able to continue paying 30% without having recourse to this fund as the price of wool seems likely to be maintained. It is true that we may have to face an increase in the cost of production owing to higher wages, but it seems to me that an increase in the value of our products would economically follow.

The point that has frequently occurred to me in the last 2 or 3 years is—has not the time come when the Board should

launch out in order to bring our appliances up to date and give the Colony or Stanley some participation in the advantages afforded by modern inventions ? ought not the Company to progress more with the times?

You mentioned lately that a letter of mine was free from "querulousness" - well, looking back I daresay that some have been, unconsciously of course, and I feel that I am not altogether without justification in attributing some of it to an idea that all the profits are taken and the place somewhat starved. You may say that it is partly my fault for not pointing out the necessity; the Board have never required a lot of convincing when things are really necessary, but I should like to put it differently now and urge that in our very prosperous condition we should not wait until things are necessary, but do them because they are desirable, and in this connection we ought to remember that the luxuries of one generation become the necessities of the next.

To go into details:-

HULKS. There has been a good deal of improvement of late in this direction:- some old ones have been disposed of, and we have the Garland at Darwin and the Fleetwing at Stanley, both good vessels. There is however a steam winch on only one hulk, the Great Britain.

LIGHTERS. Two, the Fairy and Nimrod are the same vessels that were doing service in your time. The Tilton is beyond repair and will be broken up when the navvies are short of work. The others and Rosa Baker have been patched and patched, but I know that this question is receiving your consideration.

SAMSON & PLYM. The Samson was pretty old when we bought her and must soon be scrapped. She has paid for herself and has more than justified her purchase in other ways, but with the decrease of shipping we shall probably not want to replace her by a vessel of the same size and power. It seems to me that we require something of the type of the steam tenders at Montevideo, capable of carrying a good number of passengers to and from the mail boats, able to tow lighters to and from Port William in a strong wind, and strong enough perhaps to tow a

sailing vessel in moderate weather. I would not however trouble so much about that; sailing vessels are becoming scarcer and there would be no justification for maintaining a powerful tug for the very few that will pass our way when the Panama canal is opened. If any do come, they could be tackled by the coasting steamer as I have mentioned in previous letters. One handy launch about two-thirds of the size of the Samson should do all the work, thus saving wages and running expenses, and with modern engines less coal consumption. We ought to be able to construct at moderate expense a slip capable of taking such a boat and could thus keep her in proper order.

The Plym would then be available for service at Darwin. Mr Allan has just lately pointed out that he has more work adloft than formerly, and has only a cutter dependent on wind. She is frequently hung up in a creek either from too much wind or none at all. The scows are used more at Goose Green, and without a launch there is great difficulty in moving them backwards and forwards.

JETTY and STEAMER WORK. Of late years this has considerably increased. The heavier imports and exports means much more material to be handled, and the loading of the coaster falls to us, thereby necessitating a bigger staff of labourers. Even so we have to do a lot of overtime, and for many reasons this is very undesirable. During the summer months the working day is practically 10 hours (9.50 exactly), which is more than long enough, and if that is exceeded, you cannot expect the men to do a fair day's work next day. The drink question is not improbably connected with this - if a man has been working from 12 to 15 hours, he is very tired and having earned a few shillings extra, it is only human nature to go and get a drink. He requires some stimulant and it may be the beginning of a habit. Although the extra money assists to keep his family, it is probable that a big proportion of the extra earnings is spent on drink.

I think that the navvies or jetty gang should be supplied with a motor boat to convey them to steamers or to the Great Britain - at the best of times rowing is hard work, and

when it is blowing a stiff breeze one sees them struggling with the oars across the harbour not only losing time, but when they reach their work are wet and too played out to tackle it at once. We do convey them by the Plym when we can, but this cannot be done often. She has her work cut out when the mail steamer is in for conveying passengers and baggage, and if the men are working on the Great Britain at other times the expense of running the Plym is not warranted. They must have independent means of getting about afloat, and a motor boat would I think pay for itself in saving of wages.

We have been urged many times to move the Great Britain further down the Harbour, but have always resisted on the ground that so much time would be spent going backwards and forwards. I do not know how much longer we shall be allowed to keep her at her present moorings, but the time must come when we shall have to shift her position. Even now the homeward bound cargo steamers ground alongside when the wind is from North or N.E.

SMITHY. Now that we have to replace the boiler seems an excellent time to consider whether we might not adopt or at any rate aim at some comprehensive scheme for providing power for other work. At present the Engineer's shop is a considerable distance away and I should like to see the mechanical workers more concentrated. The Engineer's shop is very small and I think we ought to provide a more suitable place, putting the boiler and engine under his charge. We should then have them altogether near the office, save a heap of running about, and it would be possible to fence the works in and keep out the loafers. With the boiler and engine placed between the Smithy and Carpenter's shop, power could be supplied to either side. There is however the question whether there is sufficient width - it is I believe about 15 feet. We are badly in need of some means of using the circular saw; this would save ripping up wood by hand saws and enable us to make a more economical use of odd lengths by sawing up into battens or droppers. At the present moment we have quite a stack of pitch pine planks that are useless for anything but fencing droppers. A band saw in the Carpenter's shop too would save a lot of labour.

Personally I should like to see the Company go a step further and give the Engineer a dynamo to provide electric lighting for the shops office and store. You might even provide an electric motor to bring the truck up the steep slope to the Store and save the spectacle of men tugging at a rope, and even transmit power to the end of the jetty for discharging cargo from the lighters. At present we have to have a derrick in each one - this was a simple matter when the lighter is an old converted schooner as the foremast made the derrick, but if we get lighters from Punta Arenas or a steel lighter from home, there must be some means of hoisting out the cargo. Perhaps however in all this you will think that I am going much too fast - possibly, but I think that in making arrangements now, we ought to look to the future, and give ourselves the opportunity of extending. A further advantage of having the boiler and engine there - it is more than likely that we shall have a small slip capable of taking up a launch; if so, the slip must be constructed just opposite the space between the Carpenter's shop and Smithy, and your steam power would then be available for hauling the vessel up.

COASTING STEAMER. I wrote at length by last mail about this, and will only add that a small wireless installation of about 200 miles range would be an invaluable adjunct. It could be run by accumulators so as to avoid starting the dynamo when a message was required to be sent. The expense of an operator would be very little for the vessel must carry a clerk to attend to the checking of cargo and the innumerable returns now demanded by the Customs. Only during the last few days we are confronted with a demand for "full and complete manifests" etc of all cargo coastwise. The clerk could have some instruction possibly from the Marconi operators, and should soon pick up enough to be able to work it. On the small whaler C.O.J the steward used to run the Marconi. Unless we have a reliable coasting vessel, we cannot expect to sell stores, and if the coasting trade is run by an outside vessel our store trade will be considerably interfered with.

BUILDINGS. This matter has been taken up by Mr Blake and can

be safely left in his hands. When he suggested some years ago a new Store built of brick, you know that I did not cotton on to the idea, for I feel so strongly that if you have from £5000 to £7000 to spend, it is wanted so much more in other directions such as I have indicated.

In conclusion I should like to say that the work and scope of the place has increased and is increasing. The whaling Companies have brought more work, and we see their vessels, steamers from Punta Arenas and lately one from Buenos Aires. There is a proposition on foot for shipping stone to Buenos Aires, and we may yet see something done as to utilisation of peat. With wireless telegraphy we are more in touch with the outer world and schemes that were formerly impracticable without it may come to something. Some years ago it was a question whether the Company would not be just as well off from a dividend point of view if we retired altogether from Stanley, but I think that that is now unthinkable, for as you once wrote we are not disposed to regard ourselves as beaten. We have prided ourselves on being the first here and falter ourselves on our prestige, but I fear that this latter is not what it was and that we are in some danger of losing still more unless we make a move ahead. The Governor has instituted an excellent telephone service here and with the increased revenue is launching out; he proposes to have some air gas system, and will not have the new Town Hall lighted by oil lamps. But for the large expense on the Town Hall he would have built a slip for the whalers, and once they start commercial ventures, the appetite is whetted for more. With the increased prosperity of the Colony there will be a demand for modern conveniences, and it should not all be left for the Government; if we can point to evidence of progress, we should have strong reasons for demanding that the Government should confine itself to its proper functions.

Yours sincerely,

SORATA.

JULY 24th

13

446.

Sir,

My last Despatch left per Oropesa on the 8th instant and I received on the 22nd per Orcoma your despatch 1120.

2. The Sorata arrived on the afternoon of the 22nd instant whilst the Orcoma was in port; we were of course unable to attend to the loading that day, and expect that she will sail about noon tomorrow, taking all the produce that we have on hand. I had calculated on sending out tallow away, but this has not been possible. You will see from the enclosed copy of telegram from the P.S.N.C. that we have been instructed to immediately raise the rates on wool to 22/6 per ton measurement and 65/6 per ton weight, and the Bills of Lading per Sorata are made out accordingly. In par. 23 of my last Despatch I reported the chartering of the S.S. "Las Gallegos" for a trip to San Carlos, North and South - she left at 3 a.m. on Sunday the 6th, returned on the 11th and was discharged the same day, totalling 9 days hire. She brought in 201 Bales Wool and Sheepskins 62 Casks Tallow and 1197 cases meat. But for this we should have been very short of cargo for the Sorata.

3. In continuation of paragraph 13 of my last despatch a return is sent showing all produce discharged direct by the Columbus into the P.S.N. Steamers.

J. E. Cobb Esq.

Managing Director.

London

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July 25, 1913

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4. In 441/4 I reported the loss of 4 hides belonging to Messrs Baillon & Stickney whilst the Columbus was loading at Fox Bay. Messrs Baillon & Stickney report that the average weight of these was 75 lbs. each.

5. The requirements of the Colonial Government with regard to Customs papers increase every year; you will see from the enclosed copy of letter dated July 11th that they now demand a "full and complete manifest in duplicate" of all goods shipped from Stanley to the different Stations. In the past we have stated simply "general cargo" - this new demand means a considerable addition to our already heavy clerical work in connection with the Store.

6. The "Jâques" sailed on the 10th with 1600 ewes. As soon as the sheep were on board M. Bossière was anxious to get away, and we were not able to pay all the expenses for which the ship was liable until after she had sailed. He therefore gave us a draft for a level sum of £780 which is sent herewith. By next mail we shall be able to send a complete account of all disbursements.

7. A return is enclosed of the flour and cereals purchased direct from Buenos Aires by Messrs Patron's S.S. "Neuquen".

8. Enquiries as to the price of live sheep seem to come by every mail, and there are now the following would-be purchasers in the field:-

J.M. Patron & Company.	Buenos Aires.
Sociedad Anonima "Monendez"	Punta Arenas.
Hamilton & Saunders	Punta Arenas.
Russell & Company.	"
Angel Babbione	Buenos Aires.
Salvosen & Company	Bahia Blanca.
R.E. Bossière.	South Georgia.
	Kerguelen Island.

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Cameron & Greenshields.

San Carlos.

Aurelio Berro & Bujan

Buenos Aires.

I have detailed all, in order to show what an unusual demand there is for live sheep, from which it follows that if we wish to purchase for the canning, we shall have to bid a much higher price than we have contemplated before. The last mentioned firm who own a 3000 ton steamer sent a Mr Haynes down in the Orcoma to make enquiries. I told Mr Haynes that we want all our own sheep for canning, but in any case the weights of ours are too low to tempt them. He then asked whether we would sell tallow, for which they were prepared to give a good price as he says that they can get Falkland Islands tallow into Buenos Aires free of duty, the reason for this being that as the Argentine Government persist in their claim to the islands, they would not jeopardise that claim by imposing any duty on Falkland Islands products. This seems to me to open up some possibilities, although I am aware that the Directors would be averse, for more than one reason, to disposing of the tallow locally. If they are prepared to give a sufficiently good price the Directors might be tempted to consider it, and I have therefore referred them to you. Our 40 tons of tallow are still at Goose Green and cannot be got to London for some months now. The P.S.N.C. will not want to send a cargo steamer until we have at least 400/500 tons of cargo for shipment, and in the present condition of the coasting business, it is impossible to forecast when that will be - you may therefore think it worth while in the meantime to negotiate with them. Mr Haynes informs me that they do all their business through the London and River Plate Bank.

On July 3rd I received a letter from the Colonial

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or
Secretary to the effect that the Government had instructed
Baseloy to survey the boilers and machinery of the Columbus
and on the 8th telegraphed this information to you. My
reason for telegraphing was that under ordinary circum-
stances you would on the receipt of my Despatch No. 444 have
written to Messrs Salvesen, but after their letter of
May 26th ridiculing the idea that the vessel was otherwise
than perfect, you would hardly have cared to write again
and risk receiving another satirical reply. My telegram
should have reached you a day or so after the Despatch.
Baseloy's preliminary report was received only yesterday
and I telegraphed you at once - Capt. Saanum wished to defer
telegraphing to Messrs Salvesen until we receive a definite
reply to the last paragraph of my letter of yesterday
enquiring whether the Columbus is precluded from leaving
Stanley at all. The preliminary report is inconclusive,
but was furnished at my request in order that I might be
able to let you know something quickly, it is only fair
to Baseloy to explain why he has not furnished a complete
report at once. In the ordinary way a Surveyor would have
had several more of the nuts off the stays, but in view of
the fact that this would have rendered the boiler past
repairing in any port, he refrained from so doing.
In any other port the boiler would be condemned out of hand
without a thought of spending a penny on it - by leaving
these nuts alone she may be able to be tinkered up to
enable her to go to Monte Video, or even perhaps to
England if Salvesen can get an Engineer to take her so far.
The fact stands out absolutely clearly - if this boiler
is patched up, we shall only have the same old trouble
again in a few months time, possible just at the beginning
of the coal season. If new boilers are sent out, Capt. Saanum
declared that the bunkers etc. will fall to pieces and the

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Jul 25th 1913

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amount of work that would have to be done would exceed the value of the ship. The boilers are not the only trouble - the windlass and winches are in very bad order, the ballast tanks are evidently in bad condition, and if these burst with little stability the ship possesses would be badly jeopardised, for she cannot stand upright unless the ballast tanks and one boiler are full. We ourselves know what the reboiling of the Samsen entailed. The Columbus is not worth spending a cent on, and if Salvesens could only get her to Scotland, they would say so too. If she is insured at Lloyds, I presume that if she could get to Monte Video, Lloyd's Surveyor would be instructed to survey her, and I do not think I am far wrong in saying that she would not be passed as sea-worthy.

I am,

Sir,

Your obedient Servant

P.S. JULY 25th.

Since writing the foregoing I have received a further letter from the Colonial Secretary declining to give a definite answer to the enquiry as to whether the Columbus would be allowed to go to Monte Video, until the boiler has been hydraulically tested and the ballast tanks inspected. A complete copy of the correspondence has been forwarded by Capt. Samsen by this mail direct to Messrs Salvesen & Co.

ENCLOSURES.PLICATES. (Originals per Oropesa 8.1.13.)

Despatch No. 445.

Copy of Stanley Journal for day.

" " Cash Book "

Store Indents Nos. 471.

Remarks upon Stores and replies.

Coasting Insurance.

Mr Allans Letter - July 2nd.

Barque "Frigata" - Accounts.

" "Wyndford" - Copy of Final Survey Report.

Damaged Cargo ex Columbus - Report on.

Statement on Accounts.

Remarks on Accounts and Replies.

ORIGINALS.

1. Store Indents Nos. 472.
2. Insurance on Produce Returns - H. Waldron.
3. Return of Establishment Wages to June 30th.
4. " Camp Wages "
5. Manifest of Cargo per Columbus - Voy. 441.
6. List of Stores purchased from Buenos Aires.
7. List of Produce discharged from Columbus direct to Steamer.
8. List of Telegrams received and despatched.
9. Copy of Correspondence re survey of Columbus boiler.
10. Copy of letter from Collector of Customs re Manifest of Cargo.
11. " " Runciman & Co. re purchase of sheep.
12. " " Companhia Navegacao ad Brazil "
13. First of Exchange No. 2780 on Barrie Chalet & Co. - £780.
14. Specifications:-

	Wool	Skins	Hides.
P. & B.		40	
I.	39		
A. P.	171	6	
B.	101	1	12
J. B.	191	9	
D. S.	70	2	
H.	37	5	
C. C. W.	18		
J. B. D.	64	26	

ORONSA.

August 4th 13

447.

Sir,

I wrote last per Sorata which left on the 25th ultimo.

2. 1120-2. A memorial for the continuation of the Geese Destruction ordinance was sent to the West Falklands in February last, and I am unable to ascertain where it is hung up. When it does return it will have to be circulated on the East, but this will not take much time.

3. Par. 4. It is perfectly correct that the Farm bears the cost of freight, loss and wastage of goods sent out from the Store for sale to our own men. The Store profit on provisions averages about 25%, and goods for sale to the men on the Farm are invoiced out at the Stanley selling price less 12½%. We have a special arrangement with Mr Packe, allowing him 15%, and in consideration of this he purchases all provisions from us. It is a big discount, and on that basis our profit is 6½% only, but as some stores are charged out at a nett figure the all-round profit on provisions sold to him would be about 7½%. Mr Packe's is a special case - he wishes to be able to charge his men not more than the Stanley selling price, for otherwise they bring provisions out from here, thereby using up his horses and upsetting his calculations as to what stock of stores to keep on the station. Taking 25% as the average profit on provisions, the figures are as follows on goods costing £1 landed in Stanley:--

F.E. COBB ESQ.

MANAGING DIRECTOR,
LONDON.

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Cost Price.	Selling price in Stanley.	Selling price. to Farm.	Profit to Store
20/-	25/-	21/10 $\frac{1}{2}$	1/10 $\frac{1}{2}$ or 9.3%
20/-	25/-	Selling price to V. Packe. 21/3	1/3 or 6%

On Stores sold to our men therefore the Store makes 9.3%, which will hardly be regarded as excessive, for there is a lot of work attached to keeping our different Stations supplied. As regards the Farm, when we had our own vessels running the question of freight on Stores was not serious - the vessels had to go there for produce and there was no real extra expense in taking out stores, although in order to make the Schooners' accounts balance, the Farm account was debited with a fair amount of freight. Now however, freight has to be paid on every package that goes out, and this, formerly paid by Farm to the Schooners, which was out of one pocket into another, now goes away altogether. This, added to the wastage and depreciation, no doubt, amounts to a considerable sum. Other stations on the East Falkland must, I think charge their men more for provisions than we do, and I will endeavour to find out the comparative prices of some of the principal items, such as flour, milk, tea and sugar. If you were to charge the men at the same rates as Stanley selling prices and thus save the 12 $\frac{1}{2}$ % you would probable cover the freight and expenses, but you would thereby have to abrogate the custom of allowing 12 $\frac{1}{2}$ % discount to the Company's men and you may have to balance it by an increase of wages, more especially as provisions are so much dearer the last year or two. As regards fuller accounts, a system could of course be devised for furnishing detailed returns, but as mentioned in 440/4 it would mean that you must have an accounts clerk there to keep the necessary books. The time will soon arrive, and it may have already, when the Bookkeeper should be relieved of the School teaching

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for there would seem to be enough Bookkeeping and Store work to occupy one man's whole time. There are now, I believe, very few children at Darwin - there are more at Goose Green and in bad weather they cannot get to Darwin for School, and with only half a dozen children it is only natural when there is a lot of Bookkeeping work to be done that the Bookkeeper and Schoolmaster should give his attention to the books in preference to the teaching work. Mr Allan being on the spot is however more qualified to give an opinion as to whether the post of Bookkeeper should be separated from that of Schoolmaster.

4. Par.5. I will go into the question of compensation with Lellmann after the mail has gone - the eye is by no means right yet, and during some bad weather he had to remain at home in consequence.

5. Par.6. The contract for salving goods ex Oravia with the Sandy Point syndicate is fixed at 70%; the Rio Gallegos has been working at her for over 4 weeks, but it is doubtful whether they have made more than expenses. They have recovered the propellers, and some 200 cases of liquor and a certain amount of clothing.. As regards the payment for the services of the Samson I certainly gathered that the lump sum which the P.S.N.C. would pay was to cover everything just in the same way as the whalers, Penguin and cutter Aluna. I did not understand that the lump sum payment would be for life salvage only, and in sending the memorandum dated March 13th of wages and out of pocket expenses, I included the time occupied in salving goods and rams; hence my remark in 442/10 as to the 50, we have received for salvage of whaling cartridges.

6. Par.10. According to the official Instructions to Receivers of Wrecks when the Master or Owner or Agent of the ship is not present to take charge of wrecked property the Receiver is enjoined to treat the Consuls of certain

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Countries as Agent for the Owner and to hand the same over to him, so that the possession of a Consular appointment has a distinct bearing on the question.

7. Par. 12. It is reassuring to learn that all the cargo of the "Lady Elizabeth" is stowed on the ceiling, and that we need not fear any leaking by reason of discharge of the same. I quite follow your reasons for keeping all other firms out of the shipping business, but hoped to have learned that the price paid in this case was not quite so high. I now hope that you will be able to get the cargo, as it seems to me that there is a chance of making a good bargain. With the circular saw we could deal with all the wood up to 8 inches thick, and run off the sizes that we want, - there are not a great number of the 12 x 12 and 9 x 12 pieces, and these would come in very well for jetty piles. I think that there should be a fair number of these required before very long, and we should easily be able to get rid of them.

On July 30th I received a telegram from the London Salvage Association enquiring whether an adequate supply of labour was available in case the cargo is transhipped, how many days would be wanted and what the expense would be, and asking further whether we could sell it as it lies. It is very difficult to say how long the transhipping would take, for there is very little labour available the handling of long pieces of timber is very tedious work, and as mentioned in 445/8, and there are no steam winches available. It seemed to me, therefore, that there was a chance of getting the cargo cheap, and I consequently telegraphed you next day. The London Salvage Association, in their earlier letters, mentioned that the total cargo was worth about £5000, but this is considerably more than the value as declared on the Manifest, which is as follows:-

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121,450 ft. dressed Fir lumber	\$ 4,450
<u>838,611</u> ft. rough do.	<u>11,450</u>
960,061	15,900 say, £3312

Of this, 132,387 feet rough lumber, carried on deck, was lost. Estimated value \$ 1,800 say, 375 so that the value of the remainder, according to the declaration on the Manifest should be £2950

I am delaying replying to Mr. Lowrey that you might have time to consider my telegram, and I hope to hear that you have purchased. The price of Punta Arenas timber is increasing and I think we ought not to lose this opportunity.

8. Par. 14. I will write to Messrs. Hamilton & Saunders by next mail informing them of what the P.S.M.CO. say, and will ask if they are prepared to pay freight on rams at 9/- a head. I will also ask Mr. Patron's representative if he is open to negotiate for the purchase of our cast rams next season.

9. Par. 16. We had anticipated the possibility of our men purchasing mutton at 2½d and re-selling to others, and warned the Butcher to watch for anything of the sort. Seeing that the accounts are kept in this office we should very soon detect any trafficking of that sort, - there may be an isolated case occasionally, but there could be nothing serious without our spotting it at once. I am sure this is preferable to any further rise in wages, - the carpenters are, I believe, very uneasy, and will probably ask for an increase if provisions get any dearer.

10. Par. 18. We are sending the New Whaling Company's account up to June 30th, and note from your correspondence with Messrs. Salvesen & Co. that they want vouchers, and enquire as to Butchery and repairs to boat. I am glad that you made the suggestion that Captain Saanum should draw a lump sum, pay for certain things himself, and account for

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the same, and will extend that as much as possible, for really the clerical work entailed by the Columbus is enormous. Would it not simplify matters considerably if you incorporated our Stanley account with yours, and relieve us of the incorporation of London items in our account? It seems an unnecessary duplication of entries, and as Captain Saanum is expected to verify the account, he naturally says he knows nothing at all about the entries which are sent out from you.

11. Par.19. You write with reference to the purchase of 2 rams ex Oravia by Mr Allan "No report of the price paid has reached us, and we ought to have had this information". On the second sheet of his letter of January 16th Mr Allan referred to the rams you had purchased at home, and suggested that as they could not be shipped you might sell some and send him the two at 50 guineas and the one at 45 guineas, adding "Now I have the two from New Zealand, they cost 35 guineas and 25 guineas". As he had been writing guineas before he reported these prices in guineas instead of pounds. In your reply of March 5th you refer to it and ask why we had to pay 60 guineas. For further proof I send you in original the letters from Mr Townson and Mr Johnstone giving the figures as 35 and 25, and you will see from the 4th entry in our Journal for April that £60 only was debited to the Farm. As it is not the first time that the figures have been questioned I have written to Messrs Spearing & Waldron asking for the name of their informant.

12. Par.20. The error in the tallying of the Speedwell Island skins was unfortunate. The number given in by the Columbus was 13 - Mr Cobb added a pencil note to his letter that he thought there were 14, but Captain Thomas reported that the Columbus had discharged the cargo according to the figures given by Captain Saanum. When loading the Corcovado, the bales of wool and skins were mixed so

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that it was impossible to discriminate between the two and the Bill of Lading was made out for 13. The station specification is the most reliable tally of any, and we always check against that, in this case we had unfortunately no specification for the full number. But surely the claim of the P.S.N.C. to retain what they admit is some one else's property could not be seriously put forward. If they assert that we put only 13 bales on board, their own men must have taken the fourteenth and they would be in the position of receivers of stolen property. The ship's tallies are an absolute farce, and each time we load a homeward cargo steamer, we have trouble with the Bills of Lading.

In many cases they make but little pretence of noting the marks, but just keep a running tally of the bales put on board. An officer in each hold has to superintend the stowing and is supposed to tally at the same time - the stowing being from his point of view the more important, the tallying is very perfunctory. Take the case of the Sorata last week - cargo was stowed in five holds, two separate tally books being in use for each, making 10 in all. The tallying done by the Purser himself was perfectly good, but some books came up tallying so many bales "E.W.E.", so many "L", and some "Roy Cove". The individual marks could not be made to agree at all, and the only thing to be done was to add up the bales and see how near the total agreed with ours. It should be remembered that while this checking is going on, the steamer is getting out of the Harbour into Port William. After a long time the total number of bales was agreed within one only, which is much better than usual, but after having signed the Bills of Lading for the dases of mitton, the Purser stated that the ship's tallies shewed 900 cases short. It was admitted that this could not possibly be, the Capatin was informed and sent the Chief

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Officer to go through the tallies with the Purser - meanwhile the steamer was going dead slow down Port William. With the assistance of the Chief Officer the shortage was reduced to 683. The Captain then came on the scene, thought this was not good enough, and Mr Girling suggested that the shore tally books should be sent for. The Captain agreed and dropped his anchor; almost immediately afterwards the Purser by chance came across a lot of tallies in the middle of one of the books, and the figures were eventually agreed within two. Our Bills of Lading shew 3604 cases, "of which one in dispute". I have since gone through the figures again and believe that 3603 is the correct quantity as M Bossiere had an extra case for the "Jacques".. I have gone into rather minute detail to give you an idea of what happens on the cargo steamers, and it is really too absurd for the P.S.N.C. to pretend that the ship's tallies can be relied upon. As you told them in your letter, we have several checks to go upon, and should not dream of making a claim unless absolutely justified.

13. A couple of hours before the Sorata was supposed to sail, word was sent ashore that they could not take all the cargo. We had asked for 1400 tons space, but when we heard that she would be here early and there was no chance of getting our tallow away, I enabled to reduce this to 950 tons. This telegram was communicated to the Sorata at Coronel and the Captain would have taken in cargo at Punta Arenas if there had been any. The day after he arrived he said he would get us to send a wireless to Rio that he had 300 tons space; so far from this he shut out 24 bales Wool H.G.C. The total tonnage cannot possibly have been more than 1000, and it would be interesting to know the exact quantity.

14. The S.S. "Nenquen" arrived on July 31st to take the

100

[illegible]

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steep purchased from San Carlos making her third and last load for this season.

14. We have now made up the complete accounts of the Old Whaling Company who paid you £1000 on account, and enclose the same. The balance due is £341.16.3.

15. Mills lost no time in getting the new tubes in the Samsen's condenser; the last time this was done we lost the Maram salvage. The 100 sent are only just enough to replace the defective tubes, but we hope that she will run for some long time on these.

16. I am just able to send you the detailed report on the Columbus boilers with a copy of all correspondence that has taken place. At the moment of writing (August 3rd) no whaler has arrived from New Island with the West Falkland mail, but may be here in the morning. Several people are taking advantage of the departure of the S.S. "Neuquen" for Port Howard tomorrow to return by her to the West. The day after the Sorata left we received Messrs Salvesen's telegram, and I hoped to have been able to get the Columbus to New Island before August 1st so that Captain Samsen could have taken command of the Hakka. Captain Samsen was told that he would not be allowed to call at Salvador on the way out to land stores. - If the Columbus could get to Monte Video, surely there can be little risk in dropping in at Salvador on the way to New Island, and it does look as if this is prohibited out of spite.

17. I enclose a copy of resolutions passed at a meeting of the Legislative Council on July 31st. The Colonial Office are determined that money shall be spent on South Georgia -- first it was proposed to erect a wireless installation there, but the only suitable spot would be some long distance away from the settlement, and as the etheric waves would have to

per Ounce. (4.8.13.)

- 10 -

travel in a Westerly direction, a very powerful installation would be required, probably 7 H.P. This being ruled out, the Colonial Office at the instigation of Messrs Salvesen & Company, and Messrs Irwin of South Shields want the Colony to pay for a hydrographic survey; and you will see from the third resolution that Captain Combe R.N. has been in consultation with Messrs Salvesen. Captain Combe reported to the Colonial Office that the survey would take six months, which at £8 a day would run to about £1500. His calculation however of £8 a day is hopelessly absurd - he says that a suitable boat would burn 1½ tons of coal per day at 50/- = £3.15.0. - and that one could no doubt be hired for £4.5.0. per day. It is only justice to the Governor to say that he sees the absurdity of it all, and knows that the daily expense would be quite three times that amount. However in view of the determination of the Colonial Office to spend money on South Georgia he proposed a subsidy of £2000 for a mail service during the whaling season. I moved an amendment that such subsidy should not exceed £1500 a year, and was rather astonished that he accepted it. I do not believe for one moment that they will get any boat to run a mail service, for the Companies are too busy catching whales and do not want to be bothered with mails or anything else at that time. At any rate we may have succeeded in stopping off the expenditure for one year at least. It is rather difficult to understand Messrs Salvesen's attitude presumably they argue that the proceeds of the whale oil tax should be spent on South Georgia and whaling, but if they knew anything of the ways of Crown Colony officials, they would never advocate needless expenditure, for once you start a Governor in that direction you cannot stop him, and probably end up finding your own pocket.

It is as Mr Allen will no doubt be alluding to the increase

21. 4 per Orona. (18.13.)

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In the Farm expenses last year, we have prepared a return containing the Farm and Canning abstracts for 1912, and send also a return comparing the Farm receipts and expenses for the years 1911 and 1912 to enable you to see under what headings the increases occurred.

19. Captain Hansen, Manager at New Island, came to Stanley in the Whaler "Hauke", arriving to-day. I am closing this despatch in order to be able to register the same and will write a short supplementary later.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES. (Originals per Sorata 25.7.13.)

Store Indents Nos.472.

Stanley Wages Return to 30th June.

Insurance on Produce Return.

Second of Exchange No.2780 on Barrie Chalot & Co. £780.

Specification & B/L Shipment per Sorata.

ORIGINALS.

1. Fair Copy of Despatch No.446.
2. Copy of Stanley Cash Book for June.
3. " " Journal "
4. Cash Voucher - West Store "
5. Store Indents Nos.473
6. Remarks on Stores & Replies.
7. List of Stanley Ledger Balances - 30th June.
8. List of Store Debtors - 30th June.
9. " Butchery " "
10. Coasting Insurances.
11. Copies of Telegrams received & Despatched.
12. Correspondance (in Original) from Mr Townson & Mr Johnston re rams
ex Dravia.
13. Copy of Correspondence with Colonial Secretary and report of
Boiler Survey on Columbus
14. Copy of List of Cargo in hold of Lady Elizabeth.
15. Copy of Resolutions passed at meeting of Legislative Council.
16. Copy of Letter to J.Wesmann - with account.
17. " " Pinto Basto & Co.
18. " " Chr.Salvesen & Co. Aug.2nd.
19. Odd Whaling Company's Account - with voucher & press copy.
20. Columbus acc't. to 30th June, with vouchers & press copy.
21. New Whaling Company's Account to 30th June do.
22. Copy Account Current - Holmsted & Blake with 3 Copies.
23. " " J.L.Waldron Ltd. " 3 "
24. " " Bean & Company " 3 "
25. " " Pebble Island Acct. " 1 "

26. Mr Allan's letter to Managing Director.
 27. Farm & Canning - Abstract of Accounts & Comparative statement
 28. Remarks on Accounts.
 29. Statement on Accounts.
 30. Letters for F.E.Cobb.(3)
 31. Shipping Report.
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ORONSA.

AUGUST 5th

13

448

Sir,

We have received a wireless message that the Oronsa will arrive at daylight tomorrow.

2. I made a personal appeal to the Governor to permit the Columbus to call at Salvador on the way out to New Island and I am glad to say that it was successful. We shall therefore be able to supply the three stations there with stores, and if the new vessel is likely to arrive within a reasonable time, we may manage with the whaler.

3. Captain Hansen, the Manager at New Island, gives very good news as to the ship and we shall be able to send the Samson out there some time during the summer.

4. Mr Patron with Mr Roy who have negotiated the purchase of sheep in the West Falklands called and asked if we would take up their Agency. I did not give any undertaking to do so, and the matter is left open, as they are, I find, making yet another trip for sheep from the West Falklands, purchasing some from Stickney Brows.

Mr Roy told me that he would be going to England and asked for a letter of introduction to you; I gathered that you would not object to giving him an interview as there would be no harm in hearing what he has to say. We do not particularly want their Agency for they seem extremely dilatory and unbusinesslike with their steamer, but it seems to me that if we do not take it, it is putting

F.E. COBB ESQ.,

Managing Director.

London.

48 per Oronsa. (5.8.13)

- 2 -

shipping work in Williams' way and this is a thing we would like to avoid. But, again, I do not know what their financial position is, and we may have others of better standing next year. They say they have sold all the sheep at Bahia Blanca for about £1 a head, in which case they must have cleared over £1000 on each shipment made. The Neuquen carries nearly 4000 a time.

August 6th. 5. I sent a wireless message to the Oronsa yesterday asking that the 24 bales H.G.C. wool left behind by the Sorata might be shipped, and received a reply "No room for cargo". I am glad to say, however, that at great inconvenience to the ship Captain Lawrenson has agreed to take them, - Bills of lading are accordingly enclosed.

6. I have received your cable "Rogceiro", which I take should be "Rogeiro", indicating that 91 tons have been shipped by the Orissa.

I am,

Sir,

Your obedient servant,

P.S. Appropos of timber - Messrs Stubenrauch & Co. have informed us by this mail that the P.S.N.C. have instructed them to double the freight on timber from Punta Areas to Stanley.

ENCLOSURES.

Supplementary Indent No. 473.

Copy of Telegrams despatched.

" Letters to London Salvage Association. August 4th & 5th

" Letter from Mr. Patron.

Details of Dean & Company's Store Account.

Supplementary Statement on Accounts.

Copy of letters to P.S.N.C. with copy of Account.

Specification & Bills of Lading of shipment per "Oronsa".

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ORCOMA.

449.

September 1st 13.

Sir,

I received by the Orissa on August 20th your despatch 1121/2.

2. 1121-6. In future returns of Canning Weiss will give as accurate information as possible of the output of tallow from the separate classes of sheep in his return. Fresh samples of water will be procured from Goose Green by the first vessel calling there.. I have now been able to make up the account for materials used for the Canning Season 1913 and send a return on the same lines as that furnished on December 31st last year. Accompanying this is an estimate of the total cost of canning, the wages being taken from Weiss' figures given in his memorandum of May 7th last. There will of course be a further sum to add for wages for the second half year. In the notes attached I have mentioned that certain items of both wages and materials may be more properly chargeable to Plant and Buildings, but the Directors may not wish to overweight the capital value of the factory. Would it not be as well to endeavour to close the Canning Account on June 30th in each year? There are several advantages in so doing (i) you would have an account of the expenses of canning at the same

F.E.Cobb Esq.,

Managing Director,

London.

49 per Oreoma. (1.9.13.)

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time that the produce is sold instead of having to wait until April in the following year, and would be in a position to judge of the results at once. (ii) it would enable me to make up these returns during the winter instead of having to spare valuable time required for the annual accounts. (iii) similarly, Weiss is better occupied at accounts work during the winter, and could give his whole attention in January to making preparations for the season's work. (iv) he can make up his inventory as soon as the season's work is over. (v) it gives the Board an opportunity of making any adjustment in the account before the end of the full financial year. If this course is adopted, this season's expenses will appear very low on paper, but allowances can easily be made for that in comparing subsequent years operations.

3. Par. 7. I am very glad indeed that you decided to purchase the cargo of the "Lady Elizabeth", for although the quantity is large and requires cutting up, it is splendid wood, in fact the Captain says that they told him at Vancouver that it was the best cargo they had shipped for years; every plank was inspected and any with the smallest defect was rejected. There is no doubt that L. Williams was working in conjunction with Patron & Company to get the cargo and had they purchased, part would have been shipped to Buenos Aires, and part retained here by L. Williams. This would have interfered with our sales for years, and I am more than glad that this has been averted. We have now to consider the question of how to run a circular saw to deal with the cargo; it would undoubtedly be better to have this on the ship herself, cutting the wood into the sizes required on the spot; in dealing with the question of boiler and

149 per Orcoma. (1.9.13.)

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engine in a separate memorandum I have raised the question of the possibility of having an engine which will run the saw and be adaptable for hoisting cargo as well. We must have an engine sufficient to run a 26" saw, so that we can reduce the 3 x 9 to 9" boards of whatever thickness is required. I discussed with Mills whether the boiler from North Arm would be suitable, but we have not sufficient information to say for certain. If you find that the complete machine, boiler engine and winch something like that advertised in Jones Burton & Company's catalogue would be suitable, probably that would be the best solution of the matter. Mr Allan, Weiss, Mills and myself have talked over the best way of making use of the North Arm boiler - one scheme was to use it at the Canning Factory for pumping up tanks and the Babcock boiler, but we think this would not warrant the expense. Another useful purpose would be to put the boiler and small engine from the Engineers shop at Goose Green on the Garland for hoisting cargo. Provided that the engine is suitable for use with an 80 lb. boiler, this would probably be the best use to which the boiler could be put. I might add that the circular saw will be useful in other ways - for instance we should take an opportunity of cutting up into fencing droppers pitch pine planks that are useless for fine work. During the last 10 years quite a quantity have accumulated, and there are also pieces of logs.

Captain Petersen and the Mate leave by this mail; accounts of the ship are sent herewith together with the Master's draft on the Owners for £771:15:4.

4. Par. 10. The foundation plans for the North Arm pressing plant have been sent to Mr Allan; we have no bricks or cement until the "Vanadis" arrives, but Mr Allan will be able to go on with the excavating in the meantime.

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5. Par. 11. I enquired some time back whether the Post Office here would register "Fleetwing" as our telegraphic address, and was told that they could not settle anything pending some arrangements as to joining the telegraphic convention. Telegrams addressed "Fleetwing" have been delivered all right, and the Postmaster informs me that we can continue to use it.

6. Par. 12. I have no list of the original subscribers to the Church and School Buildings at Darwin, and Mr Allan informs me that the only two that he knows of are Mr G.A. Cobb and Finlayson. There must be others in Stanley, probably Smith and Short, and possibly the best plan will be to put a notice in the magazine stating that owing to the dilapidated condition of the old building the Company contemplates replacing it by a new one. We can then see if anyone has anything to say in the matter.

7. Par. 14. The "Rio Gallegos" took away everything salvaged ex "Oravia" to Punta Arenas. On January 11th last the P.S.N.C. wrote "We have agreed through the Punta Arenas Agents (after consultation with the London Salvage Association) to a salvage contract with respect to the cargo on No "Care No Pay terms, 70% to the salvors". Under these circumstances I had no locus standi in the matter.

8. Par. 15. The injector will be sent to Goose Green by the first opportunity, probably one of the sailing vessels and when Mills goes out to overhaul the boiler, this will be fitted up.

9. Par. 17. My later despatches will have given you full information as to the Columbus which is now laid up at New Island, the Hanka with Captain Saanum in charge with the Columbus crew taking her place. The Hanka has taken the West

9 per Orcoma. (1.9.13.).

- 5 -

Falkland Mail and between mails will take out provisions and collect the balance of the wool and anything else she is able to carry. You will have seen that we attended to the requirements of the distant ports as much as possible so that there should be no difficulty in collecting the small lots in time for the November sales. But the question is whether we can collect enough produce to warrant our asking for a cargo steamer to be sent, and this point cannot be settled yet. As regards Darwin and Goose Green we shall be able to send any quantity of stores out by the Ellen or Vanadis, and I propose to endeavour to arrange for one to bring in the tallow and as many bales of sheepskins as are ready. If the Hanka is able to collect a fair quantity and the sailing vessel gets back with tallow and skins by about the second week in October, we might have enough cargo to warrant an application to Valparaiso for a boat to be sent about that time to catch the sales.

For the present I have not taken any steps to put a schooner in commission; she would have to be run by Captain Thomas and some of the jetty hands, but as the Vanadis and Ellen may both be here any day now, we want all the available men for discharging. If when that is completed we find that the Hanka cannot do all the work, for instance there will be the new press and material for North Arm, we shall have to run the Lafonia again.

10. Pars. 18 & 19. The Decision of the Directors to give another 10% Bonus to all employees has been received with the liveliest satisfaction, and the further decision to distribute the whole of the £500 received from the P.S.N.C. in connection with the loss of the Oravia has created the greatest impression in all quarters. Upon the principle that it is not good to hide light under a bushel, I posted

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a notice at the Office in the terms of your paragraph 19 and have sent it to the Editor of the Falkland Islands Magazine for publication. All the men were assembled at the East Store to hear the announcement of the bonus and the distribution of the Oravia £500, and I can assure the Directors of the gratitude of all.

11. Par.20. We were obliged in making out the Bills of Lading per Sorata to enter freights at the increased rates as instructed in the P.S.N.C's telegram; if they decide to let all 1913 wool go at the old rates, it will of course be adjusted in London.

12. Par.21. I suppose the Valparaiso Office has to try and shift the blame on to someone else's shoulders, but it is futile to suggest that we do not give them as much notice as possible. The enclosed memorandum shews exactly what has happened this year as regards applications for space, and I am sending a copy of it to Mr Pearson asking him to correct the dates if he can find any mistakes. Before sending it to Liverpool, would you kindly fill in the exact tonnage of the shipments per "Corcovado", "Platenco", "Inca" and "Sorata". You will see that in every case, immediately one steamer has left, I have applied for space - it is impossible to do so before for we never know until the steamer is loaded whether she will take all or leave a quantity behind - for instance the "Esmeraldas" left 700 bales and this has to be reckoned in estimating space required for the next boat. The Valparaiso Manager should take into consideration the fact that this is usually the last port for loading when the steamers are nearly full, the officers simply do not know how much cargo they can stow - I need only point to the case of the Sorata. We are assured that she has 1400 tons space, and are asked to cable to Rio that she will have 300 tons left; I am perfectly

per Orcoma. (L.9.13.)

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certain that our cargo measured only about 1000 tons, and yet at the finish she goes away with tallow on deck, and shuts out 24 bales.

13. I have settled with A. Lellmann for the sum of £66 on account of the injury to his eye. Seeing that the eye is still bad, necessitating his keeping to the house occasionally in bad weather, it was advisable to settle the matter without delay. He is still at considerable monetary loss, but has accepted this in full settlement. The law is far from being satisfactory and I believe that it would be better if the Workmen's Compensation Acts were extended to the Colnoy.

14. I reported in despatch 444 that on May 30th the Columbus collided with the hulk "Fleetwing" doing some damage. The hulk herself is not materially injured and it is not worth while to replace the figurehead etc.- a certificate from Captain Thomas and Mr Biggs is enclosed shewing that they estimate the cost of repair at £22.10.0. If Messrs Salvesen & Company are making a claim on the Underwriters on account of damage to the Columbus this amount should be included in the average.

15. The condition of the Smithy boiler was discussed towards the end of 1910, the correspondence ending with your despatch 1083/12. You enquired then whether the Priestman Oil Engine could work the machinery, having a small boiler to provide steam for the hammer, but the Oil engine has since been sent to the Cumming Factory tinshop. We have got another three years work out of the present boiler, but the time has now come when it should be replaced by a new one. I have gone carefully into the question of size and type of boiler with Mills, and sent a separate memorandum dealing with technical details. It is probable that the Davney Paxman is decidedly larger than necessary, but I hope that in replacing it the

£49 per Oreoma. (1.9.13.)

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it the size will not be unduly cut down, and that you will decide to purchase a Cochran boiler. I suggest that it should be placed at the West end of the Smithy - if in the future you have any machinery in the Carpenter's Shop, or decide to move the Engineer's Shop nearer the other works, your boiler will be in a central position, and the engine would be available for the Engineers' or Carpenters' work. In deciding the size of the boiler it might be well to take these considerations into account. At present it seems to me that we need to centralise more - if you have all your shops together, a lot of running backwards and forwards would be saved, and you would be in a position to fence them all in if necessary later on.

16. Mr Allardyce left for Valparaiso in the Orissa on August 20th and Captain Dickson was sworn in next day. In all probability Captain Dickson will pay a short visit to the West Falklands as soon as this mail has gone. The Hanka's movements would fit in very well, and he is anxious to meet all the West Falkland farmers as soon as he can, and at the same time settle some friction between them as regards the Doctor.

17. A list of men who are entitled to participate in the £500 so generously renounced by the Directors in favour of those who worked on the night the Oravia was lost is sent herewith, with some notes which may assist Mr Ince in his apportionment. It will be seen that the list differs considerably from that incorporated in my memorandum of March 13th, and I may explain that that list was compiled from the wages sheets alone for the sole purpose of arriving at the out of pocket expenses: there was no reason then for including names of those who were not entitled to payment for overtime, or who were not in our employ. I assume that

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it is the wish of the Directors that these latter, five in all, should be included.

18. The salvages of rams and sundries ex "Oravia" are a complicated matter. You will see from the returns enclosed that the amounts realised by the Receiver of which the P.S.N.C. have paid 50% included goods brought in by the Aluna, Penguin and whaler. They have paid you 50% of the value of the boats, but the Paal and Penguin brought up most of these, the cutter Aluna some of the collapsible boats, and the Samson and Plym two only. But against this, the Samson salvaged a large quantity of ship's gear, sent home per Flamenco, on which the P.S.N.C. paid no salvage at all; no estimate of value has ever been received but it must have been a good deal, see rough list from Captain Thomas herewith. The cutter Aluna has been paid in full for her work and the P.S.N.C. will no doubt deal with the Paal and Penguin in the same way, and probably the full 50% paid on the boats and sundries will cover the salvage of the ship's gear sent in "Flamenco". At any rate I judge that it is the wish of all concerned to end the matter, but it is necessary to call your attention to the above. I have discussed the question of the whaling cartridges with Captain Thomas and others on the Samson and we have come to the conclusion that these came up in the S.S. Paal; I leave it to you to decide whether you will retain this salvage as part set off against the ship's gear lifebelts etc. salvaged by the Samson on which no value has been placed.

19. Since last mail Mills has drawn the tail shaft of the Samson and renewed several of the coupling bolts in the intermediate shaft, and done other minor repairs. We considered it better to do this here rather than wait until she goes

449 per Orona. (1.9.13.)

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on the slip at New Island, and where we could not have made
the new bolts and other sundries required.

20. The S.S. "Neuquen" is returning about September 20th
for some 1500 wethers from Spring Point.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES. (Originals per Oronsa. 5.8.13.)

Copy of Stanley Cash Book for June.
 Copy of Stanley Journal for June.
 Store Indents, Nos 473.
 List of Stanley Ledger Balances - 30th June.
 List of Store Debtors to 30th June,
 List of Butchery Debtors to 30th June.
 Coasting Insurances.
 Columbus Accounts - 30th June.
 Mr Allans letter to Managing Director.
 Farm and Canning - Abstract of Accounts & Comparative Statements.
 Remarks on Accounts.
 Statement on Accounts.
 Specification & Bills of Lading of shipment per Oronsa.

ORIGINALS.

1. Copy of Stanley Cash Book for July.
2. Copy of Stanley Journal for July.
3. Cash Voucher - West Store.
4. Store Indents Nos 474.
5. Remarks on Stores and Replies.
6. Messrs Bertrand & Felton's Indent for Tombstone.
7. Insurance on Produce return.
8. Coasting Insurances.
9. Copies of Wireless Telegrams Received and Despatched
10. Barque "Lady Elizabeth" - Copy of Account.
11. Barque "Jacques" - Copy of Account.
12. Canning - Return of Materials used and on hand.

13. Cauning - Copy of Account to 30th June & estimate of expenses..
14. Copy of Report of damage done to hulk "Fleetwing."
15. Memorandum re Smithy Boiler.
16. " Circular Saw.
17. " Space applied for in Cargo Boats.
18. " Cash Register.
19. " Oravia Life Salvage.
20. " Salvage of Boats and sundries .With 2 press copies
21. Copy of letter to Chr. Salvesen & Co. Aug. 28.
22. Mr Allans letter to Managing Director.
23. Remarks on Accounts and Replies.
24. Statement upon Accounts.
25. Shipping Report.
26. Specification :-

J.H.D.	88.
S.I.	23.
27. Letter for F.E. Cobb Esq.

R.M.S. ORISSA

September 30th

13

450

Sir,

I have to acknowledge receipt of your despatch No. 1122 per "Oropesa", which arrived on the 18th instant.

2. 1122-3. I am glad to hear that the terms upon which McNicoll's agreement has been extended are approved; for ship work he has had a lump sum gratuity according to the amount of work. The old system was 2/6 per day extra to each Blacksmith, but as this seemed to give a direct interest in prolonging the work it was commuted to a lump payment. By this means, too, one is able to give the Foreman somewhat more than the assistant.

3. Par. 6. I received by last mail a letter from Mr. Lowrey on the subject of the powers and discretion of the Receiver of Wrecks, and will go into the question later. A copy of his letter is enclosed.

4. Par. 9. We are awaiting with considerable interest further news as to the coasting steamer. Copy of correspondence with Messrs. Chr. Salvesen & Co. is enclosed herewith; their letter of August 20th is simply inexplicable, for on July 26th they send a telegram instructing us to lay up the Columbus, and transfer the Master and crew to the Hanka, and on August 20th, four weeks later, they write asking why the Columbus is not bringing cargo to Stanley. It seems to me that they must have some other correspondents in the Islands for all sorts of rumours seem to reach them, and they do not

F. E. Cobb Esq.

Managing Director.

London.

50 per Orissa, 30.9.13

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know enough of this place to enable them to place the proper value on rumour. At the same time I fear that Captain Saanum has not been as discreet in his letters to them as he should have been. Should Messrs. Salvesen & Co. decide to give up the coasting service the running of the steamer will be enormously simplified by not having to go to New Island every four weeks, and I feel sure that results should be much better. It is possible that Messrs. Salvesen & Co. will approach the new owners with a view to the vessel running their mails to New Island as before, but I hope you will do your utmost to dissuade them from compromising themselves in this way. In saying that results should be better I do not mean financially, but that we should be able to get all wool in by the end of May, and give greater satisfaction to the Clients. If the run to New Island is eliminated the steamer could always catch the homeward mail, and there will be no risk in contracting to do this, stipulating for an increase of the mail subsidy in return.

5. Pars. 10 & 19. I think you will have found, on going into figures, that we have had the thick end of the stick in regard to the 6d per ton charged for discharging into the Great Britain; wool and sheepskins have been hoisted into the port hole of the hulk by the Columbus's own derrick, and it has only been for tallow that the Great Britain's steam winch has been required. A cargo of wool or sheepskins, amounting to 300 tons measurement takes 9 men only 6 or 7 hours to discharge, - for this we have received £7:10:0, and our wages bill for the time is £2:9:0 only. Messrs. Salvesen & Co. instructed Captain Saanum to send full particulars of all produce discharged direct from the Columbus into cargo steamers since she had been running, and he brought this to me for verification. It was, therefore, useless to ignore the previous cases, and consequently the complete list was sent

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to you.

6. Par.15. I mentioned in my last despatch that if Messrs Patron & Co had purchased the cargo of the Lady Elizabeth, they would have divided it with Mr L. Williams, taking a part to Buenos Aires. Possibly in view of a letter received from Mr Cooper, Lloyd's Agent at Monte Video, they would have sold the timber at some Argentine port on the coast where no duties are imposed. Mr Cooper wrote as follows:- "We have endeavoured to sell the Lady Elizabeth cargo "in the River Plate but found it impossible owing to the "class of lumber, and the fact of a considerable portion "being dressed, which practically prohibits its importation "into these countries with their high protective tariff". It would therefore be unwise to send any away on spec. to Buenos Aires in the "Varadis" or "Ellen". And there is another point - until something like a third of the cargo is removed, it would be impossible to make any selection for the ship is full up to the decks and the wood is so tightly stowed that we had to cut some planks before we could make a start at getting cargo out. In the ordinary way we should not have have taken out any of her cargo yet, but wanted some 6x6 for covering board on the lighter¹¹ Rosa Baker. We might later consider the question of a shipment to the Cape when we have another sailing vessel suitable for carrying long lengths of timber, and there would be plenty of time to ascertain beforehand what price it would be likely to fetch. I am very glad that you are already making enquiries as to sawing plant, our object in referring to the old circular saw bench was to save expense if possible, but there is little doubt that a complete new outfit will be the cheaper in the long run. If the saw can take 9" on the edge, it would suit our purpose, as the amount of 12 x 12 is small, some 1600 running feet, and these would soon go if jetties are extended.

450 per Orissa. 30.9.13.

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We have made out a statement shewing the landed cost of timber from different firms by steamer and sailing vessel, also the Ragnhild shipment, and have entered on this the price at which we propose to sell the Lady Elizabeth cargo. These prices have been fixed at a little under what would be the cost of people importing direct, but they will have a further advantage in getting a splendid quality, something far better than we have ever had before.

7. Par. 16. It might be dangerous to give a direct answer to your question whether the Governor has access to all messages passing through the wireless station; we know that the Governor here is omnipotent and that Mr Allardyce thought he should be omiscient as well. One would hesitate to say that he would insist on knowing all the messages that passed, but it is a very easy matter for a Governor to plead "exigencies of the public service" etc etc, and it would be safer, and perhaps kinder, on our part to keep temptation out of his way by using some code that he could not understand. The question of secrecy was raised in my 426/3 when I suggested that we might use Hawke's Premier Code for secret messages. You replied in 1112/12 that the Government people might easily procure a copy and so translate them; but I do not for a moment suppose that they would purchase all the codes published, merely for that purpose. This is a code which is not much known and I still think that we might use it - the cost is only 10/6 and I have a copy here so it would only be necessary to get one for the Head Office. If we found later that the Governor had one, we should not lose much and could abandon it. The danger of using "cipher" codes (words that are a jumble of consonants and vowels not to be found in a

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dictionary is that a single mistake may obscure the meaning of the whole message. We have already to use two of these, Lloyd's and the PSNC in addition to our own arrangement for communicating cargo shipped, and I do hope that another will not be added to the list, for the time occupied in coding and decoding (or trying to do so) is really more than one would imagine. There is also the question of expense - there is so much competition amongst telegraphic companies that they accept anything as a "word", but the wireless people here and at Monte Video charge a "cipher" of more than 5 letters as two words, and the cost is consequently enhanced. For instance I sent the Salvage Association a message of 11 words, of which 8 were cipher and the charge is

Cable Company from M.V. 11 words @ 83 cents	\$ 9.13
Landing charge at Cerreto 19 " @ 10 cents	1.90
	<u>11.83</u>
	@ \$4.64 £2. 7. 6.
Stanley Wireless, 19 words @ 1/-	19. 0.
	<u>£ 3. 6. 6.</u>

A message containing "cipher" words is therefore more expensive than one composed of code or dictionary words alone.

8. Par. 20. We hope that you will have been able to ascertain something about the Coasting Regulations in England; the only law here is the Merchant Shipping Act which deals with oversea traffic and is not modified by Coasting regulations as at home.

9. Par. 21. Mr Allan has, I understand, heard from Mr Bonner direct as to the purchase of his sheep for canning, and will doubtless allude to it in his letter

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to you. Messrs Patron & Co. intend purchasing again next year and if we are to secure sheep, we shall probably have to pay more for them.

10. Par. 23. We are very sorry indeed that a mistake has been made again on the Bills of Lading for cargo consigned to outsiders, and can only express the hope that the serious consequences may have been averted. The specification or manifest is made out and the numbers and rates carefully checked before being passed on for the Bills of Lading to be typed from this. This work is mechanical, and our error has been that we failed to check the Bills of Lading against the specification.

11. Par. 24. If the PSNC will deliberately instruct Brokers to sell for their account a bale of wool which they know belongs to one of our clients, it is evident that they will go to any lengths. We are absolutely in their hands; we place all our cargo in their possession and have nothing to show for it until they are on the point of sailing, in fact in many cases, the Sorata for instance, the ship is steaming down Port William before we get any receipt or Bill of Lading at all. Under these circumstances what is there to prevent a Captain from steaming away with the lot without giving any Bill of Lading? It is really most serious, and I suggest that you should authorize me to demand running receipts for, say, every 100 bales before proceeding with the next 100 and so on. Furthermore, it is questionable whether it is safe to allow the steamer to remain alongside the hulk all night without a watchman, for there is nothing easier than to roll a few bales on to the steamer during the night. Whatever their Captains may be, I did think that the PSNC as a body were honourable.

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12. A copy of letter to be published in the October issue of the Falkland Islands Magazine on the subject of the new Church and School building is enclosed herewith.

13. The "Vanadis" and "Ellen" both arrived on the 15th within a few hours of each other, and were followed up on the 18th by the Oropesa with close upon 300 tons of cargo, so that we have our hands very full indeed. We commenced discharging the sailers on the 18th and so far are going along all right. The "Ellen" should be ready to leave for Goose Green in a few days, and I hope to come to a satisfactory arrangement with the Master to take out a lot of cargo and bring in the tallow and sheepskins.

14. It is very unfortunate indeed that we have had to cancel the homeward charter of the "Vanadis", for the inability to take this up means a loss of hundreds of pounds. Owing to the sale of so many live sheep to the Neuquen there is very little tallow on the West Falklands, and even if there had been more, we could not have got it to Stanley for her now that the Columbus is out of commission.

15. We have in Stanley now 80 Bales wool J.H.D., 61 S.I., and 34 J.B. and I should have liked to have got this away in this steamer which is the last chance of catching the November sales. But there has not been sufficient time to advise the PSN Valparaiso of the space required, nor have we been able to get this into lighters to ship the cargo alongside the steamer if she had happened to have room. As soon as lighters were emptied of Oropesa cargo they have been placed alongside the "Vanadis" to assist discharging her. Another point is that if these 170 bales were shipped in a mail steamer, our tallow and skins and the few bales that the Hanka will bring in do not constitute enough cargo to

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warrant asking for a cargo steamer to call, whereas with these 170 bales we shall have enough as soon as I can get our Goose Green produce in.

16. As soon as the "Vanadis" and "Ellen" are discharged, the Gwendolin will be put into commission and will go to North Arm with machinery and building material. It was useless to commission a schooner before as we had no scantlings or cement, which are the first articles wanted at North Arm; moreover I could not weaken the jetty gang until work on the "Vanadis" is finished by taking any away to man a schooner. I heard from the Master and Owner of the schooner "Antartica" that he proposes to come down from Buenos Aires about the end of October, if so we can employ him to do some work.

17. A complete list of names of employees participating in the Bonus for 1912 with amounts paid to each is sent herewith. Weiss has been credited with £40, that is to say 10% on salary proper, not on the £50 gratuity given for successful work. We are asking you to pay £6.12.0. to D. Earle who retired on pension this year, and in sending this sum presume that you will explain that it is for Bonus 1912. McCall left the service on May 11th 1912, and therefore would not come within the 180 days rule. Up to that date he had carried through the season's work, and in case the Directors feel disposed to stretch a point in his favour I may mention that 10% of the wages earned by him up to that date amounts to £7.5.7.

18. I regret to report a fatal accident to A. Nilsson, one of the labourers in Captain Thomas' gang, whilst dismantling the Lady Elizabeth. The fore top-gallantmast was about to be sent down, and extra tackle comprising a heavy block was rigged up to help take the weight; when

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leaving on this the hook of the block broke and the block struck him on the side of the head, Nilsson at the time was aloft on the yard. He was able to walk to his house, but within six hours lost consciousness and never recovered. An enquiry was held and it was found that it was an unavoidable accident. I have informed the widow that we admit liability and presume that the Directors will grant the £300 allowed under the Workmens Compensation Act. He leaves a widow and two children, and a third will probably be born within a couple of months.

19. You will be interested to hear that direct wireless communication with Punta Arenas was established on the 24th instant.

20. I have issued a notice that after the 1st proximo goods will be sold for cash only at the Drapery Store. You are aware that we have lately curtailed orders for this class of goods, and I think that selling for cash only is the first step towards discontinuing the part of this business which barely pays expenses. Several of the heavier classes of goods hitherto kept there, such as ladies' and childrens' boots, sheets, blankets etc. can still be sold at the General Store. The parcel post is now used so extensively for ladies' clothing and fancy goods that it does not pay to trade in these.

24. Mr Allan is writing to you on the subject of Section 38 West Bluff Cove now leased to Mrs Joseph Robson, as there is apparently some prospect of its being offered for sale later. You will recollect that this Section was surrendered by us in 1895. I will ascertain later the exact terms on which this land is leased, and will refer to the subject by next mail.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES. (Originals per Oreoma, 3.9.13.)

Copy of Stanley Cash Book for July.
 Copy of Stanley Journal for July.
 Store Indents Nos. 474.
 Remarks on Stores and Replies.
 Insurance on Produce Return.
 Coasting Insurances.
 Barque "Lady Elizabeth" - Copy of Account.
 Canning - Return of Materials used and on hand.
 " Copy of Account - 30th June and estimate of expenses.
 Memorandum re Circular Saw.
 " re Oravia Life Salvage.
 Copy of Mr Allan's letter to Managing Director.
 Remarks on Accounts and Replies.
 Statement on Accounts.
 Specification - S.I.
 Letter for F.M. Cobb Esq.

ORIGINALS.

1. Copy of Stanley Cash Book for August.
2. Copy of Stanley Journal for August.
3. Cash Voucher - West Store - for August.
4. Store Indents Nos. 475.
5. Remarks on Stores and Replies.
6. Messrs Dean & Anson's Indent.
7. Messrs Bertrand & Felton's Indent.
8. Coasting Insurances.
9. Copy of Correspondence with Chr. Salvesen & Co.
10. Copy of letter from Mr Lowrey and reply.

11. Copy of letter to Falkland Islands magazine re Darwin Church & School.
12. Comparative price list of Timber.
13. Letter from Mr Allan for managing Director.
14. Bonus (1912) list of Participants.
15. Copy of telegrams received and despatched.
16. Remarks on Accounts and reply.
17. Statement on Accounts.
18. Shipping News.
19. Parcel receipt for box containing barometers.
20. Manifest of Cargo per Hanku. Voyages 442/5.
21. Copy of letter from Wm. Cooper & Nephews.
22. Specifications:-

F	21 y Sheepskins.
S	
J.B.	34 y Wool.
	3 y Sheepskins.
W.P.	22 Casks Tallow.
Triangle.	16 do.
J.	2 y Sheepskins.
	1 Cask Tallow.
	71 Hides.
H.	3 Casks Sealskins.

23. Letter for F.E Cobb Esq.

R.M.S. "OROPESA".

October 27th

12.

451.

Sir,

I have to acknowledge the receipt by the "Orissa" on 15th instat of your despatch No. 1124.

2. 1124-3. We shall endeavour to increase the price of some articles to the Farm hands, but will proceed warily for some of the men are already talking about the high wages earned for shearing on the coast. There is a rumour that shearers there intend to demand an increase from 17/- to 20/- per 100, and as they receive free rations of meat, bread, coffee and tea there, the difference in the wages is enormous. Our men of course know that they have a comfortable time in the winter to compensate for the cheap shearing, but it is big inducement to go to a country where he can earn much in 2 or 2½ months as he receives here for the full year. You will no doubt write more on the subject of clerical work at Darwin when Mr. Meir comes out by next mail, and I shall be interested to hear what Mr. Allan and he think of your plan for a boarding house for children. It seems doubtful whether you could do away with both camp teachers, and it might be necessary to maintain one to attend to the camp houses which are most distant from Darwin. Mr. Adam, who is now doing Meir's work would be a very suitable clerk - as a matter of fact he and his predecessors at Darwin have I think done more clerical work at Darwin than camp teaching. I may have the opportunity of reporting conversations I have had with

F. E. Cobb Esq.,

Managing Director,

London.

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the Administrator on the subject of postal work there. I was struck by the increase of the Farm remittances, which give a good deal of work to the Book-keeper, the Stanley Office and the Head Office. Homeward letters arrive here on Monday, the day before the mail, when we have more than enough to attend to with West Falkland letters, our own mail and issuing passenger tickets. The Darwin mail also brings requests for Postal Orders and Money Orders which have to be obtained on the Monday morning. I thought that if Postal Orders were sold at Darwin, a lot of this work would be obviated, but the difficulty is that Postal Orders are available for only three months from date of issue, so I asked whether our Book-keeper could have a date stamp and issue them there - the administrator told me that this could only be done if he were appointed Deputy Postmaster, and if so he would have to deal with letters in accordance with Postal regulations. From what I can see this only entails giving receipts for registered letters, cancelling all letters with a stamp, placing them in a sealed bag and sending to the Stanley Post Office. To avoid any trouble with returns etc. of Postal Orders we could buy here and pay for them at once. From what Mr Craigie-Halkett told me the Government will, sooner or later, have a branch of the Post Office at Darwin which would also serve adjacent stations, and I gather that it will be far better to let our clerk there do the small amount of work rather than have a Government Official posted at Darwin.

3. Par.4. I have not had an opportunity of going to the question of the duties of the Receiver of Wrecks; Mr Thompson returned by the Oronosa, and two days afterwards was sent to New Island to investigate Customs matters there and the administrator is so much occupied in reorganizing the Government Offices here that he has no time to spare.

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As Lloyd's Agent I informed the Receiver of Wrecks that the Owners and Underwriters had contracted with the Punta Arenas people for salvage of the "Oruvia" and that the "Rio Gallegos" had been sent here to do the work, so all salvaged articles were retained on board and taken to Punta Arenas. The Government had a Customs Officer on the "Rio Gallegos" all the time, the fees amounting to £25.18.0.

4. Par. 10. It is very satisfactory that all the Whaling Companies have paid up, but somewhat disconcerting to learn that advances to Companies operating in the Shetlands are considered risky. Personally I should have thought that the South Orkney Companies would be more doubtful, as the season there is very short indeed. They say that it is useless to arrive before January on account of the ice and they dare not remain too long as they may be nipped and cannot get out. We are not asked to advance much until they are homeward bound; we then know what their catch is, and can be guided by that in making advances.

5. Par. 12. I trust that when you are in possession of the exact figures relating to last season's canning, fresh returns will be drawn up, and that the expenses will be calculated more equitably. As you instruct us in the last sentence of your paragraph to consult these returns in making other contracts and thus ask us to regard them as a guide, I may be allowed to make some comments upon the basis upon which the statistics are founded. This basis would appear to be fallacious; it seems to me that the criterion must be the products, that is to say the expenses should have been apportioned according to the results per sheep, whereas your return regards all sheep alike, irrespective of the fact that the out-turn from one is worth 15/- as against only 10/- from another. I am aware that the

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contract wage for killing, skinning and boning a "10/-" sheep is the same as for a "15/-" sheep, but this is only 55 out of the 1/- which, according to your return, is the total Goose Green expense per head. The balance of the 3/- represents stabling wages, coal, tin, boxes, other material and expenses, all of which must be proportionate to the quantity of mutton etc. produced.

To take the heads of your return in detail:-

"Goose Green expenses - 1/0.94" ^{s d} If our sheep produce per head over 5/6 worth of mutton and other products in proportion as against Pitaluga's and Walton's only 4/- and 4/5 worth, how can the Goose Green expenses be the same on each in view of the greater number killed per day, wages must be lower in proportion, and it stands to reason that 4/- worth of mutton cannot use up the same quantity of tins, boxes etc. as 5/6 worth. Take coal alone, 21299 sheep required 108 tons of coal for actual cooking etc., working out at an average of 12 lbs per sheep. But on the day that Pitaluga's 1048 were dealt with the actual coal consumed was 3 tons 10 cwt., or 3 lbs. per sheep, and yet it is stated that Goose Green expenses are the same for every sheep.

"Freight, Insurance & Landed Expenses - 2/4.12" ^{s d} Similarly, these cannot be the same per head. Walker Creek sheep produced 15/- worth of canned products as against Pitaluga's 10/9, but Freight etc. is charged as 2/4 on each. The percentage of freight on Walker Creek sheep is 2/4 on 15/- i.e. 15 2/3%, but on Pitaluga's it is 2/4 on 10/9 i.e. 21 4/9%, or nearly half as much again. It is impossible, in fact it is not true.

"Depreciation" By calculating or allowing depreciation at so much per sheep you contemplate that depreciation takes place

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only when the machinery and buildings are actually in use and sheep being killed, but is this tenable?. The outer shell of the building must depreciate day by day whether occupied or not, and as regards machinery I have always understood that it is liable to depreciate as much, if not more, when idle, as when running. But irrespective of that, why should Pitaluga's sheep depreciate the factory more than the rest? The killing of these 1050 occupied the Factory one day only, whereas the same number of other sheep took on an average about a day and a quarter. Why should the Factory have depreciated £52 on the day that Pitaluga's were killed as against about £87 on the days when others were dealt with? No; if you calculate depreciation whilst the Factory is actually running you must charge against any particular lot of sheep only the time that they occupied the Factory. Pitaluga's occupied one working day out of 29, therefore you ought not to charge against them more than 1/29th of the whole £100 - i.e. £37.

I cannot see that this return is of any value, for if the figures prove anything with regard to Pitaluga's and Feltore sheep, it is that they should have never been bought. In that case who would have paid the depreciation of £229 which they have borne?. For it will not be contended that the Factory would be worth £229 more if they had not been dealt with. Our own sheep would have had to bear it all, instead of which they have, by this purchase, been relieved of the burden of this £229 and their value enhanced to that extent. One might mention several other points - whether these sheep had been bought or not, you would still have had to pay running wages, passages of Chilians, salary of Preserver etc. Moreover you know that the principal reason for purchasing Pitaluga's, was in order to make use of time that would otherwise have been thrown away. I cannot help saying that

	No. of Sheep.	Value of Produce per head.	Total value of produce.	Total Expenses per head:- G.G. 4:0.04 Fr etc. <u>2:4.12</u> <u>6:4.14</u>	Purchase Price.	Profit.	Total Expenses adding Depreciation.	Profit.	Profit per head.	
									Excl. Deprec.	Incl. Deprec.
Pitaluga.	1048	10/9.21	£ 564	257	249	58	300	15	1/1½	3½
Felton.	3541	11/9.22	2084	951	885	248	1110	89	1/4½	6
Bornet.	2225	12/11.53	1442	658	559	225	767	116	2/0½	1/0½
Paeke.	584	14/3.75	418	191	139	88	223	56	3/-	1/11
W.C.	(4989	14/11.97	3742)							
D.H.	(2177	14/5.25	1571	4543		5412	5300	4655	8/0½	6/11½
N.A.	(6252	14/10.19	4642)							
Totals.	20816	@ 6/4.16		6600			7700			

In making this return we have had to exclude the 483 "Various", so that the amount charged per head on the above for depreciation is rather higher. No credit has been included in your return for Casings, worth quite 2d per sheep.

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the scales have been weighted against us - no credit is given for casings, the estimate of material has been exaggerated and the last item of 198 sheep at 5/- for mutton consumed, £50, is wrong. Out of Pitaluga's and Felton's sheep 7 and 26 were eaten by the men. The skin, tallow and casings paid the purchase price, therefore you got the meat for nothing, and yet you charge 5/- for it in the expenses. In the return appended the expenses have been charged out proportionately to the products, and I venture to say that these figures more accurately represent the real results. In making this out we have accepted the figures in your return, although the casings add 2½d to the value of each sheep, and the Goose Green expenses are quite 2½d per sheep lower.

6. Par. 13. It was not possible to send the Samson to New Island until we knew that whaling vessels were finished and that the ship would be available. Just as last mail was closing it struck me that it would be well to arrange a code word to telegraph to you when the Samson had been there, and I wrote you a short note fixing the word "Sopere". I was very glad to get a letter from the Manager at New Island that as he had not received any instructions to haul up the "Orn" Company's whale catchers, he could receive the Samson as soon as we liked to send her. With the "Vanadis" and "Ellen" to discharge and nearly 300 tons of mail cargo ex "Oropesa" to dispose of, we had to have all the available labour in the place until we had broken the back of that work. I will report in a later paragraph an arrangement with the Master of the "Ellen" to take general cargo to Darwin Harbour, the Samson towing her out, and explain in detail the movements of the "Samson". As they had no cement at North Arm for the foundations for the new pressing plant, we put 10 casks on board and arranged for her to call there en route for New

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Island; she left North Arm on the 12th arriving at New Island next day, was hauled on the slip on the 14th and off on the 21st returning here on the 23rd. The bottom was in a very foul condition. McNicol put in 23 new rivets, new bolts on Salvage sea pump connection, new plate on blow down valve connection, rivetted the patch under the rolling chock, set the stern tube plate round the rivets and caulked. On the whole the condition of her bottom plates is better than expected, they are not pitted but shew the general wastage that must be expected in a boat 24 years old. The plates between wind and water are, as we can see, badly pitted, but these can be watched. McNicol says that the worst part is the stern frame which he thinks will hardly last more than another 4 or 5 years. To renew this would be a big job and the boat will probably by that time not be worth the expense. I think that we should regard 5 years as the limit of the life of the tug. Seeing that we were able to get her out so much sooner than appeared possible, there has been no opportunity of discussing the charge for the use of the slip.

7. Par.18. We wish to convey to the Board our thanks for the decision to allow the shortage in the cash, which amounted to £14.12.0, to be met from the item of surplus cash in the Deposit Account. The balance of £52.11.3 has now, in accordance with your instructions, been transferred to Interest and Commission Account.

8. Par.19. The Rev.C.M.Hobley desires me to convey to the Directors his warm thanks for their gift of the Challenge Shield to his Football Club. Mr Hobley is doing good work with the younger men of the place by encouraging them to go in for games and gymnastics.

9. Par.20. A circular will be sent to the Clients, by next West Falkland mail, embodying your remarks on the subject of the classifying and baling of sheepskins. There will be no

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opportunity of sending this until after the next outward mail.

10. Par.21. The correspondence with Mr Hoad as to goose feathers and down will be sent to Mr Allan. As we are still paying for the killing on our own land we might be able to make a compromise, paying 1d for the beak and so much more for the feathers and down.

11. Par.22. It is satisfactory that we are in complete agreement as to placing the sawing machinery on the deck of the Lady Elizabeth, and I am very glad to learn that there is a possibility of the plant arriving by next mail. We are quite out of thin boarding, and in view of the purchase of this cargo you may have decided not to send the $\frac{1}{2}$ " and $\frac{3}{4}$ " boards ordered about August last. When the machinery does arrive, no time will be lost getting it to work.

12. Par.23. The question of selling our sheep ~~alive~~ instead of canning is a difficult one - you say very truly that it requires a lot of consideration, and that there is not much time for it. We must know something about the financial stability of firms offering, and there should be a proper contract by which they guarantee to take the sheep on a certain date, forfeiting an adequate sum if they fail, and to secure this we should require a deposit upon signing the contract. Mr. Paton has written that they will come down again in December but that is too late, for Mr Allan begins making tins in November so as to be ahead with his preparations for the season. It seems to me that unless we can get more than 10/- for 60 lb wethers, it would not pay us to sell; after paying all expenses at Goose Green including a large sum for depreciation we realise 7/6 per head for our sheep, and if you shut down for a year you must still face depreciation and running wages including Weiss, and in all to probably 2/- or 2/6 per sheep. There is also another point worth considering, the Farm hands are now used to the

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prospect of Goose Green work, some who are anxious to make money, are glad of the chance of contracts, others dislike the distasteful work there. If you shut down for a year, the men who lose the chance of contracts will be dissatisfied, and next season when you start the works again the others will be dissatisfied at having to resume work. On the whole it looks as if we had better make up our minds to go on with the canning - unless you have a definite contract within the next month to sell alive, we may later on be between two stools. The outside demand might droop, and it would be getting too late to make the necessary arrangements for canning. Mr. Allan referred by last mail to the probability of your having made some contracts or arrangements with owners now in England; if you have done so, we shall know by next mail.

13. Par. 24. We are anxiously awaiting news on the subject of the coasting steamer, and in the absence of any telegram from you conclude that so far one has not been purchased. This looks as though the "Cornubia" has not been considered suitable; personally I feel that though we are getting very much cornered over the coasting work, it is better to put up with the inconvenience of the delay now rather than regret later having purchased hurriedly in order to save that inconvenience. The fact that the "Cornubia" is 28 years old is disquieting, and having one boiler only is a further disadvantage. I might mention here that the figure 223 given as the under deck tonnage of the "Columbus" is now incorrect - this was her tonnage when originally built, but was considerably increased when the after part was decked over, and it has never been corrected in Lloyd's Register. If you take that figure as the gauge of carrying capacity of 400 of our bales and regard it as a criterion as to the capacity of the new boat, it might later be the cause of disappointment that the latter

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does not carry as much as seemed probable. Next to owning the ship ourselves, the partnership with Mr Connell is doubtless the best possible arrangement, certainly preferable to one with the P.S.N.C. It is very satisfactory that the charter of the three sailing vessels has brought them up, and if they will deliver coal and material at Darwin or Goose Green at sailing rates, you will have gained a great point. I assume that the figure of 45/- or 40/- for coal is c.i.f., we shall not require house or steam coal at Darwin for a very long time now.

14. You will see from the enclosed short diary relating to the "Vanadis", "Ellen" and "Samson" that the discharge of the first was completed within 21 days. The Master decided to wait for the outward mail, and sailed on the 15th, following the "Ormsa" out of the Harbour. A copy of the account is sent herewith.

15. A combination of awkward circumstances made it imperative to make the fullest use of the "Ellen", and to secure this I had to take all sorts of unusual steps. With general cargo ex "Vanadis", coal ex "Ellen" and nearly 300 tons of mail cargo to attend to, our resources were strained to the utmost. Had the "Vanadis" been able to go to Choiseul Sound, the question of Darwin and Goose Green cargo, amounting to 250 tons, would not have arisen, but our hulks were full of mail cargo and other Darwin material to be got rid of somehow. I therefore negotiated with the Master of the "Ellen" to take this out - he did not want to have to pay for towing in, and funked the sailing up Choiseul Sound, and therefore had to begin by undertaking to tow him there and to assist with ballasting. We began by estimating the general cargo at something between 150 and 200 tons, but piled quite 330 on to the ship. I have also promised that if he will bring the tallow and skins to Stanley, we will pay freight on them and tow him back here.

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The time occupied in loading and discharging general cargo has already frightened him considerably and it is very uncertain yet whether he will bring the produce in. He had a further set back; on the night of the 19th we had a heavy gale from the North West, and both the "Ellen" and "Galland" dragged ashore at Goose Green. Next day fortunately the weather was moderate and they were both got off that evening without damage. The weight of the tallow casks frightens him, but I still hope that he will bring in that and the 202 bales of sheepskins. I have arranged to telegraph a code word to Valparaiso as soon as this produce is here, on receipt of which I have asked them to send a cargo steamer. Until it is actually in Stanley it is not safe to telegraph.

16. You will see from the enclosed extract from letter from the P.S.N.C. Liverpool that they think the cases of mutton should be iron hoops. You will be able to judge from the condition in which the cargo ex "Inca" and "Sorata" was delivered whether it is worth while to go to the expense of this, and will no doubt instruct us accordingly.

17. A copy of correspondence with Lloyd's on the subject of wireless communication with whaling steamers operating in the Dependencies is enclosed.

18. Several of our clients now ask to be furnished with account current half yearly, and I should be glad to know whether interest, if any, should be charged half yearly instead of yearly. I should have not entered interest on the latter half yearly account.

19. In continuation of the concluding paragraph of my last despatch I find that the lease of 50 West Bluff Cove expires in 1915. Since Robson's death the place has been run very badly, and there is a probability that the widow may wish to sell her interest. When the lease was advertised

451 per Oropesa. (27.10.13.)

- 12 -

a condition was made that it would not be granted or transferred to anyone holding over 20,000 acres. The land would be useful to Pelton, Pecke, ourselves or Morrison & Grant, the latter being lessees of the adjoining Section. As they hold less than 20,000 acres, the lease would be transferable to them. If Mrs. Benson were able to purchase and pay for the land outright, the Government would have to issue a Crown Grant and it would be hers unconditionally, so this is the only method by which either Pelton, Pecke or ourselves could obtain the land. The purchase price would be £1800, she has 2000 sheep on it, and the woolshed, shanty and fencing are hers. The dwelling house with 150 acres of freehold are the property of the Company.

29. Mr Nicolls left in the Hanka with Bradfield two days after the arrival of the "Orousa", and were landed at Brecken Leck last morning. Mr Allan is reporting to you how the work is progressing.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES. (Originals per Orissa 1.10.13.)

Copy of Stanley Cash Book for August.
 Copy of Stanley Journal for August.
 Store Indents Nos .475.
 Remarks on Stores and replies.
 Coasting Insurances.
 Letter from Mr Allan for Managing Director.
 Bonus (1912). List of participators.
 Remarks on Accounts and replies.
 Statement on Accounts.
 Letter for F.E.Cobb Esq.

----- oOo -----

ORIGINALS.

1. Copy of Stanley Cash Book for September.
2. Copy of Stanley Journal for September.
3. Cash Voucher, West Store.
4. Store Indents Nos .476.
5. Remarks upon Stores.
6. Stanley Ledger Balances to 30th September.
7. Stanley Wages Return to 30th September.
8. Camp " " " "
9. Barque "Vanadis" - Copy of Account.
10. Copy of letter to Col.Sec. re wireless messages from whalers.
11. Copy of corres.with P.S.N.C. Valparaiso^e re Sorata shipment.
12. Extract from letter from PSNC Valparaiso re mutton cases.
13. Sketch shewing Samson's rudder etc.
14. Rough estimate of cargo sent per "Ellen".
15. Mr Allan's letter for Managing Director.

16. Manifest og cargo per Hanka - Voyages A46/49.
17. Shipping Report.
18. Remarks upon Accounts.
19. Statement on Accounts.
20. Letter for F.E.Cobb Esq.
21. Specifications:-

	Wool.	Skins.	Tallow.	Hides.
J.H.D. Pebble.	57			
J.H.D. H	40			
Z	15.		3	22
S.I.			16.	
F.I.C. G.G.		202		
F.I.C. S		14.		
F.I.C. W.C.		10		

— ooo —

R.M.S. OROPESA

October 29th

13

452

Sir,

The Oropesa is expected to arrive about 4 p.m., and will sail within an hour or so.

2. The Commander has reported by wireless that owing to the very heavy gale that has been blowing he was hove-to all day yesterday, about 130 miles off, and is consequently anxious to get away with the least possible delay. As we have no passengers or cargo to ship we shall take the mail off at once and despatch her.

3. I regret to report that at midday yesterday the "Garland" dragged on to the reef, and remains there; she has about 160 tons of coal on board. The tide was exceptionally high, and from what he is able to see Mr. Allan fears that she will have to be lightened before we can get her off, - he says that it is believed that it is quite flat where she is grounded, and he does not anticipate that she will be holed. Fortunately the gale is abating now, but there is a terrific sea on the South coast, and it is doubtful whether the Samson will be able to get out there until the day after tomorrow (31st). The tides should be good on Friday, the 31st and Saturday, November 1st.

4. I propose to let the Samson tow out the Lafonia, loaded with all kinds of wood and other materials required for the new buildings at Darwin and Goose Green, and let her come back loaded with Tallow. Owing to the two mishaps the "Ellen" will be so much delayed that I doubt whether he will agree to bring in the Tallow and Sheepskins as originally proposed.

F.E. Cobb Esq.

Managing Director.

London.

I am, Sir,

Your obedient servant,

ENCLOSURES

- 000 -

Supplementary Store Invoice No. 110

Coasting Insurances

Statement of movements of "Vaudin", "Ellen" and "Emerson"

Copy of Telegram received and despatched

Copy of Letter from Maclean & Stoddard - October 11th

Copy of Letter to P.S.N.C. Liverpool, with an answer

Supplementary Statement on Accounts

Bill of Lading - one case shipped per Oropesa

- 000 -

ORONSA.
453.

November 24th 13.

Sir,

I have to acknowledge the receipt by the "Orcoma" on the 11th instant your despatch No.1125.

2. 1125-2. Your instructions with regard to the closing of the Canning account will be carried out.

3. Par.5. The salvages on account of "Oravia" will be distributed according to Messrs Ince's apportionment which is very fair indeed and I am sure that the same will be gratefully received by all. The smaller amounts apportioned to helpers and for the cutter crew are very equitable.

4. Par.7. The letters from the Valparaiso Office written subsequent to the call of the "Sorata" will amuse you, and I feel that only yourself can do justice to the situation. To write about our "Soliciting" space, and accusing us of "mess work" after the "Sorata" fiasco is too absurd altogether and I think it better to ask you to deal with it in your negotiations with Mr Lamé. I propose to send only a short reply as per draft enclosed with the correspondence.

5. Par.8. Up to the present there has unfortunately been no opportunity of testing the value of the eye guards you sent out for the shipwrights, as we have not had any ship work at all.

6. Par.9. We will have the repairs to the "Fleetwing"

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

53, per Oronsa. (24.11.13.)

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attended to later on, it will not be worth while to replace the figure head, or all the bow work. The stem may want some refastening.

7. Par.10. We are very glad to hear that you will send a Cochran boiler for the smithy, and after this mail I will discuss further with Mills where to place it. Seeing that in 3 or 4 years time we shall in all probability have the oil engine from the "Lady Elizabeth" on shore, it may be as well to put the smithy boiler in the old position.

8. Par.11. The account of your negotiations for the purchase of a new steamer is very interesting, and shews how difficult it is at the present time to obtain one. Your telegrams reporting the purchase of the "Wheatsheaf" and her probable date of arrival are most welcome, and I lost no time in getting out a circular to all clients conveying this information and recommending all to contract for 5 years at the existing through rates. Under ordinary circumstances the West Falkland mail would not have left Stanley until about the 22nd, but the "Hanka" had to make a special trip in to enable Mr Ferguson, Messrs Salvesen's mining expert, to purchase photographic materials, so she took the mails out on the 15th instant. It was fortunate that she called as I was able to discuss with Captain Saarnum the question of his applying for the command of the "Wheatsheaf", and to cable you about this on the 14th instead of waiting for another 8 or 9 days.

"WHEATSHEAF" In the circular to clients I thought it well to be conservative in the estimate of carrying capacity as compared with the "Columbus", whose underdeck tonnage is more than the figure given in Lloyd's Register, see my despatch by last mail.

OWNERSHIP. You will see that I took the opportunity in send-

453, per Oronsa. (24.11.13.)

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ing the circular to inform clients of the arrangement decided upon and asking if they wished to take shares. I think that Mr Bonner and Mrs Dean may apply; at present it is impossible to form any idea of what the profits may amount to, for this will depend upon so many questions that are uncertain just now. Rates of freight are being revised, mail subsidy is still in Messrs Salvesson's hands, and there is no prospect of carrying live sheep across the sound.

RUNNING EXPENSES. You will have received my letter giving particulars of crew and coal consumption of the "Columbus", but will repeat them here in answer to your question. Capt. Saanum estimates that she averaged 7 days of 24 hours each full steaming during the month; her consumption for 24 hours steaming was 6 tons; the average coal consumption per month was 45 tons, which included coal for winch work. Some months she used under 40 tons, others over 50, according to the work and distances she had to cover. Her crew consisted of Master, Mate, Boatswain, 7 deck hands, 2 Engineers, 2 Firemen, Steward, Cook and Mess Boy, or 17 all told. For the storage of coal we could hire out the "J.P. Smith" to the Transport Company for which I would suggest a fixed sum per annum, instead of so much per ton. At present we have some 400 tons of steam coal ex "Ellen" stored on her; I have not cared to put more for fear of submerging the hulk too much. As she has been only lightly loaded and her topsides have not been caulked for some years, she would in all probability leak considerably until we have been able to attend to this. To enable her to load 800 tons she would require to be thoroughly caulked and we should need to strip about 5 rows of her copper, the expense of which would be about £120. This question however requires consideration in another way; for storage purposes we have at present

453 per Oronsa. (24.11.13.)

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besides the "Great Britain" the following hulks:-

"J.P.Smith", suitable for coals only,

"Praecis" " " " will store 250 tons.

"Capricorn" " " " until decks renewed,

would store 300 to 400 tons.

"Flectwing", good decks and suitable for general cargo. At present has 240 tons house coal ex "Frigga" and sundry general cargo ex "Vanadis" on top.

If we give up the "J.P.Smith" for the exclusive use of the Transport Company we may deprive ourselves of storage for our own steam coal which we want for "Samson" and for sale to whalers. We ought therefore to be adequately compensated for this - moreover, in sending out coal for the "Wheatsheaf", something like 1000 tons would probably be the minimum amount and we should have to lend them two hulks until about 200 had been consumed. Would it not be preferable if possible to have one stock of coal only, and sell to the Transport Company at a small profit?

FREIGHT. I fear that some time must elapse before replies can be received to the question of 5 years contract for home-ward freights; there are not many here who are fully empowered to pledge the station for that length of time, and you will of course have dealt with all owners who are resident in England.

FARES AND VICTUALLING. The earnings of the "Columbus" under this head were larger than we anticipated, and the receipts for victualling were so good that you will doubtless retain the charge, although we resisted it so stoutly with Salvesen's. It would be a mistake to sacrifice it now that the principle has been established. The enclosed statement of fares and victualling during 1912 show that the earnings were £373.1.6. and £50.12.6. respectively, victualling representing 19% of the total of £423.14.0.

453 per Oronsa (21.11.18.)

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Oronsa. A copy of Messrs Salvesen's letter as to repairing her is enclosed. Captain Saanum and the Chief Engineer refuse point blank to sail in her again, and I think that Messrs Salvesen and Co. will be compelled eventually to send down a crew to take her home. They wrote Saanum that the "harbour" will bring out the necessary repairing material, and instruct him eventually to ballast her with stone and load with whale bone for the North Shetlands. I doubt very much if they will run her in opposition to us, they might be annoyed at being squeezed out, especially if we take Saanum away from them, and out of revenge might start it, but they would soon find that it was a losing business and give it up.

Saanum. I had a long talk with him and the position is this. He has been with Salvesen's for a good term and has good prospects of advancement in their service which he is naturally loth to give up, but on the other hand has his wife and family settled down here. Salvesen's idea is that he should take them back in the "Columbus", but this he flatly declines to do. His agreement for service on the Columbus was for 2 years with passage home at termination, salary has been raised to £17 per month, and he has a house, the rent of which has been paid jointly by Salvesen's and ourselves. He says that he is willing to remain here provided that he will not be sacrificing too much by so doing, he would enter into an agreement for another 3 years, and points out that after 6 years here (3 done already) a man ought to have a change for a few months - might possibly re-engage. Salary at present £17 per month, he says that Captains of the small Coast boats like Levart and Arnesen get £22 to £25 without a house, and he would expect something like that. He mentions that the Company's people have had Bonuses and asks if

253 per Oronsa. (24.11.13.)

- 6 -

he would be included. I said that he would be the servant of the Transport Company, but would mention the point. As regards passages home, he has a wife and 3 children; I have mentioned once before the possibility of sending the steamer to England for an overhaul, and this might provide the passages and "change" for Saanum as well. He added that if he is to take over the "Wheatsheaf" he must give Salvesen's notice at once after their instructions about the Columbus; I therefore telegraphed you asking for a reply to arrive when he returns to Stanley in the "Foula".

MAIL CONTRACT. According to their letter to Saanum Messrs Salvesen & Company propose to continue this with the "Foula", this would materially affect the earnings of the "Wheatsheaf" but I think we can afford to mark time in that way for a while. For the first three months she will have more than enough to do getting up arrears of the coasting work without being hampered by the mail service, and this gives time to discuss the terms upon which we would accept a contract if offered. Salvesen's contract expires automatically in June 1915, and can only be determined at 12 months notice on either side, unless of course there is a mutual agreement to part company. It would not suit Salvesen's to relinquish it for they must have their mails at New Island, and naturally want to retain the £600 a year. But they may have trouble with their crews, who dislike the mail work as they lose "whale money" thereby. The contract stipulates in clause 3 that the mail steamship "shall be one of the whaling steamers now employed by the contractors and capable of carrying passengers "with comfort". The "Foula" is certainly not capable of carrying passengers with comfort, but is one of the whaling steamers, hence I take it that the Government could not terminate on the ground that passengers accommodation is insufficient.

43 per Oronsa. (24.11.13.)

- 7 -

9. Par.13. I am glad to find that the views expressed in my last despatch coincide with the opinion of the Directors as to canning in preference to selling at 10/- a head. I enclose a copy of correspondence with Mr Roy's partner, Mr Llansa who was down twice in the "Neuquen" - I feel sure that you will approve of my having told him that our agency must be limited to financial work.

10. Par.15. The application for a lease of Navy Point must have come from one of the local butchers I think, and I trust that you will be able to obtain the lease from the Admiralty for ourselves. The objections to the grant of a lease to anyone else are:-

- (1) the fence dividing Navy Point from the land compulsorily acquired from us and now leased to us is by no means sheep proof, and as our land is to the Westward the other man's sheep will be always getting through the fence - in dry seasons more especially as there is no stream on Navy Point.
- (2) The continual passage of men and dogs across our land would spoil it for the main purpose for which we now lease it. After a drive of 40 to 50 miles, sometimes more, it is imperative that the sheep should have complete quiet for some time before being slaughtered for consumption, this would be completely upset if others were continually passing through.
- (3) It would preclude us from keeping the gate locked; we have had to do this for years for protection from robbery and to prevent unauthorised people from riding over the ground. The Admiralty do not seem to realise that no one is living on the ground or near it - I doubt very much if the land can be termed a station which is defined in the Ordinance as "land

453 per Oronsa. (24.11.13.)

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"enclosures and buildings (but not a dwelling house) occupied or used by any farmer". This definition presupposes that the farmer or his servants resides on the land and has the necessary buildings there for carrying on sheep farming, in fact, as the definition states "occupies it". We have never "occupied it" in that sense and have used this land for the last (?) 40 years simply as a paddock in which to keep sheep for supplying Stanley with mutton. No law would permit the driving of sheep through another person's paddock, more especially one which has been kept locked for so many years.

Should the Admiralty grant a license to someone outside ourselves I think we must resist any attempt to drive sheep across, and compel them to fence off a path through the land on the beach so as not to interfere with our sheep. The expense of this together with the cost of repairing the dividing fence might choke off the applicant. It might be worth while to mention one point that occurs to me in connection with the land taken from us; it was acquired admittedly for the purpose of a rifle range for the use of the crews of H.M. Ships and the range and necessary buildings were erected, also a landing jetty, but as soon as this was completed the S. East Atlantic Squadron was abolished, and scarcely a shot has been fired. The land therefore has not been utilised for the public purpose for which it was acquired, in fact has not been used at all, and it seems to me that in such a case the Admiralty should be debarred from exercising any jurisdiction over land which would adversely affect the use which the original owners made of it. The leasing arrangements at £15 per annum as it now stands is of course very favourable to us, the nett result being that the

43 per Oronsa. (24.11.13.)

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Admiralty are lending us \$1000 @ 1½%. The present might be a convenient opportunity of drawing attention to the non-use of the land by the Government with a view to securing an admission that they should not part with it without giving us the opportunity of re-acquiring for the figure at which we were compelled to sell.

11. Par 16. I enclose a memorandum giving the information, so far as we can, asked for by Mr Ince in connection with the salvage of the "Marco Polo".

12. A circular embodying your recommendations as to sorting, classifying and baling sheepskins has been sent to clients, copy enclosed.

13. The "Ellen" sailed on the 15th instant for Barbados, copy of final account is sent herewith together with original letter from the Master admitting that in return for towage and assistance to obtain ballast etc., the ship has no claim for demurrage. Numerous hitches and difficulties arose in this case owing to bad weather, and for reasons which will be explained in a later paragraph we decided to abandon the idea of getting the tallow and sheepskins to Stanley in her. On the whole we have come out all right, we towed her into Stanley and round to Darwin, assisted with ballast, and towed her down the Sound, in return for this she took over 300 tons of cargo to Darwin and Goose Green, a particularly valuable service at that time as a large part of this was transhipped in lighters direct from the "Yanadis". We had very little stowage room then on account of the cargoes on "Yanadis" and "Oreposa", and thus avoided leaving goods exposed in the open. Besides getting this freighted out free we avoid any claim for demurrage; you will see from the enclosed statement that the Gerland twice dragged on

453 per Oronsa. (24.11.13.)

- 10 -

shore, and as the Charter Party stipulates for 45 tons per tanning day, we run the risk of a demurrage claim on the second occasion of the Garland stranding.

14. I mentioned in 451/15 that we proposed to pay the "Ellen" to bring in tallow and skins to Stanley, but owing to the delays occasioned by the strandings, found that the loading of tallow etc. and towing to Stanley could not be done before the arrival of the "Orcoma" which was bringing nearly 300 tons of cargo. To have waited until this had been disposed of would have been a long delay for the "Ellen", so I telephoned to the Captain that we would give up the idea and do the work with our own vessels, getting him a clearance direct from Darwin. Wood and stores were required at Darwin, also at North Arm, and we expected by the "Orcoma" the new building from Brown & Lilley and the new press; seeing that the materials and stores required would fill schooners three times outward and tallow and skins three times homeward I decided to do it in this way, towing them with the Samson so as to ensure getting rid of the tallow before the wool season, for it is certain that unless we had a cargo steamer by the end of November they would be so full of wool that the tallow would remain here for months. Consequently I telegraphed Valparaiso on the 7th for a cargo steamer about the end of the month and received a reply on the 9th that the "Huanchago" would be here then or early in December. The Samson towed out the Lafonia with a full cargo for Darwin on October 31st, got the Garland off the reef next day, and on Monday 3rd November placed her alongside the "Ellen". Next day she took 12 casks cement to North Arm in order that the mason could finish the foundations for the new press, out of the 10 casks she had taken before

453 per Oronsa. (24.11.13.)

- 11 -

one half was useless as the cement was hard and some of the casks were short of the proper contents. On the 5th she returned to Darwin, and on the 8th towed the Lafonia back to Stanley with a load of tallow.

The "Orcoma" arrived on the 11th without the building or the press, but in the meantime, having guaranteed the homeward cargo for the "Huanchaco" the schooner programme had to be carried out, and the Gwendolin was already loaded with the shearing materials, wood, oil engine and stores our intention being to put the press on board direct from the lighters. The Samson left on the 13th with the Moirs and 12 men ex "Orcoma" towing the Gwendolin which she anchored in Mare Harbour, arriving herself at Darwin by 3 pm. Next day she started to tow the "Ellen" out, picked up the Gwendolin in Mare Harbour and took her to North Arm with 11 of the labourers ex "Orcoma", returning to Goose Green to load skins for Stanley. The Lafonia meantime is being loaded with building material, fencing etc. ex "Orcoma", and the Samson will tow her to Darwin and bring her back with the balance of tallow, calling at Mullet Creek on the way for Browning's wool. The cargo from both schooners can then be discharged direct into the Huanchaco. To shew more clearly what has been done, an itinerary of the Samson will be sent, with an estimate of earnings from outward and inward freight, which will amount to over £400. I am aware that this use of Samson and schooners is not orthodox but desperate ills require desperate remedies - the tallow and skins had to be got home before the PSN steamers are blown out with wool, building material fencing and stores had to be got out for Darwin and Goose Green, season's material and stores to North Arm, 12 men and the Moir family to Darwin, and above all Mills had to get out

453 per Oronska. (24.11.13.)

- 12 -

to North Arm to refit the boiler and engine for this season's pressing. It should be remembered too that I expected to get the new building for Goose Green and the new press for North Arm by the Oronska and made my plans accordingly. To have relied upon a schooner to do all this was impossible - ~~time was~~ far too short.

15. Mr Creece's agreement as Storekeeper expired towards the end of October and I have renewed the same tentatively for a period of six months pending a reference to you. I have been much more satisfied with him for the last couple of years and can now recommend an extension of his agreement. I have remarked before that it is difficult to forecast for some time how a man is likely to turn out here, especially after having been used to London life; it takes such a man at least 2 years to thoroughly adapt himself to the local conditions, and one cannot tell how this place is likely to affect his habits until some such period has elapsed. He mentioned the question of salary - the cost of living has increased very much during the last 2 years; he has now 5 children, 3 of whom were born here, and his salary has not allowed any margin. His pay is now £250 per annum and I think that some increase might be granted. He would of course expect passages at the expiration of his service. I may mention here that I have shifted him to the old East Store building - it has been an inconvenient arrangement that the Chief Storekeeper and all Store papers should be so far from the Office; furthermore, it is most desirable that the Retail Store should be under the charge of some one who is on the spot all the time. As Mr Creece has been responsible for the supervision of the wholesale work at the East Store and also of the Millinery Store he has been liable to be called away at any moment, and things have not always gone

453 per Oronsa. (24.12.13.)

- 12 -

right during his absence. R.Dettleff has therefore been placed in charge of the Retail Store under Mr Creece and I feel sure that the change will be beneficial.

16. In 450/20 I reported that a notice had been issued that no goods would be sold on Credit at the Drapery Store after October 1st and have been somewhat surprised at the cash trade done there since. Prices were reduced by about 15%, and more in the case of old stock; during October goods to the value of £282 were sold for cash and for the first half of November £72, and so long as the ready money tap will go on flowing at a reasonable rate it would be a pity to shut it off. I think the time is approaching when the General Store should be run on similar lines so as to reduce the amount of book work and the annoyance of having periodically to dun people for their accounts. Of late years credit has been considerably restricted and the amount written off for bad debts has been very small indeed. You are aware that it has been customary to allow 5% off accounts, the assumption being that the account would be paid within a month. At first this discount was only taken off when the account was actually paid, but this resulted in so many small discrepancies in the books that the 5% was deducted every month whether the account was paid at once or not, so that practically that discount has been taken off almost everything. The custom of giving 12½% discount to all Company's servants would present a difficulty if all stores are sold for cash, and I should like to see this abolished, compensation being given by an increase of wages calculated on the average discount of the last 2 years. The disadvantage would be that we should no longer be able to say that we do not wish

453 per Orosaa. (24.11.13.)

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to make a lot of money out of stores supplied to our own people, and we might lose their custom, but at the same time if we sell stores for cash only we ought to be able to do so at such a price as would entice them to continue purchasing from us.

17. Last march I wrote you (437/5) on the subject of the amount due for advances to the whaler Skjoldo, £143.13.0., and you replied that you would endeavour to recover it, but we have heard nothing since. When Mr Øhre, Manager of the Hektor Company called on his way South, we mentioned the matter to him and he informed us that the present owner of the boat is Mr Kallevig, Arendal, Norway. We should be glad to hear that you have been able to obtain payment.

18. I enclose continuation of the correspondence with the Colonial Secretary on the subject of wireless communication with the whalers on behalf of Lloyds; the enclosed list of Companies holding licenses with the names of their vessels will no doubt be of interest to you. During the present month the vessels of the Hektor Norge and Odd Companies have called here; the ships of the Laboremus and Nor Companies have avoided Stanley and called at New Island instead. The Manager of the Odd Company informed us that the S.S. "Falkland" has gone ashore at Santa Maria, North of Monte Video.

19. I fear that we stand to lose considerably on the last shipment of Bass's bulk ale and the iron per "Vanadis", which are dealt ^{with} in the Remarks on Stores. In the absence of ships this year the Store account has not had any assistance from Smithy work etc. and the prospects of that account are therefore not encouraging.

I am, Sir,

Your obedient Servant.

ENCLOSURES.DUPLICATES. (Originals per "Oropesa" Oct. 29th.)

Despatch Nos. 451/2.
 Copy of Stanley Cash Book for September.
 " " " Journal " "
 Store Indents Nos. 476.
 Remarks upon Stores.
 Stanley Ledger Balances - Sept. 30th.
 Stanley Wages Return - Sept. 30th.
 Barque "Vanadis" - Copy of account.
 Coasting Insurances.
 Mr. Allan's letter to Managing Director. Oct. 22nd.
 Remarks upon accounts.
 Statement upon accounts.
 Bill of lading - Shipment per "Oropesa".

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ORIGINALS.

1. Copy of Stanley Cash Book for October.
2. " " " Journal " "
3. Cash Voucher - West Store.
4. Store Indents Nos. 477.
5. Remarks on Stores and Replies.
6. S.S. "Columbus" account July - October, with press copy.
7. New Whaling Co. " July - November " " "
8. Barque "Ellen" - Copy of account.
9. " " - Copy of correspondence re demurrage.
10. " " - Itinerary of.
11. Coasting Insurances.
12. Copy of Circulars to Clients re Sheepskins.
13. " " " " " "Wheatsheaf".
14. " Correspondence with Colonial Secretary re Wireless Reports.

15. Copy of correspondence with Senor Llanos re sheep.
16. " " " " Messrs Chr.Salvesen & Co.
17. " " " " PSNC, Valparaiso.
18. Copies of telegrams received and despatched.
- 18a. Itinerary & Estimated earnings of Samson & Schooners.
19. Account of disbursements - Marco Polo salvage.
20. Account for stevedoring Columbus cargo.
21. Statement of receipts per Columbus for fares & victualling.
22. Mr Allan's Report - November 21st.
23. Shipping Report.
24. Remarks on Accounts and Replies.
25. Statement on Accounts.
26. Letter for F.E.Cobb Esq.

S.S. "Huanchaco".

December 6th

13

454.

Sir,

The "Huanchaco" arrived about 9.30 a.m. yesterday, dropping anchor as it was blowing too hard to enable her to get alongside the Great Britain.

2. Messrs Stubenrauch, writing on October 25th, informed me that they had made a suggestion to the Pacific Steam Nav. Co. to send one of their smaller cargo steamers, the "Magellan" or "Inca" with coal and cargo as far as Punta Arenas, and to fill her up with wool there instead of going round to the West Coast. They asked if we could supply say 5000 bales in time for the March Sales. I replied that in the unfortunate circumstances in which we are now placed we could not hope to have more than 1500 bales. By last mail they wrote that they received a cable from Liverpool that the P.S.N.C. were considering the proposal, but owing to the early date of the sales Messrs Stubenrauch & Co. feared that they might have to reply that sufficient cargo could not be got together, more especially as we are not able to assist with much. Apropos of this question, Mr Hobbs in a private letter tells me that the P.S.N.C. have reverted to the old rates of 20/- weight and 60/- measurement. He says that Braun and Blanchard secured this by getting into communication with some Owners of tramp steamers - as soon as the P.S.N.C. heard of this they climbed down to the old rates.

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

454 per "Huanchaco". (6.12.13.)

= 2 =

3. I enclose copy of letter received from Messrs Braun & Blanchard from which you will see that they could not send a steamer here to collect wool even at a freight of 3d per pound.

4. Mr Jason Hansen reports that on October 10th, three bales of wool were lost overboard at Grand Jason whilst boating from the shore to the cutter. I have told him to make out the usual statement and send it in by the first opportunity.

5. Mr Miller writes with reference to the shipment of sheepskins H. & B. per "Sorata" :-

"Mr Blake tells me that I must have made a mistake in my number of sheepskins shipped last July as I mentioned in my letter to him that I had shipped 40 bales but 41 were sold. Saenon's receipt is only 40 and my weights etc. in wool book are only for 40 bales. So if anyone misses a bale you will know what has become of it"

On the subject of produce shipped we find the following discrepancies:-

	Shipped.	Steamer.	Sold.
H. & B.	40 $\frac{1}{2}$ Skins	Sorata.	41 -one in excess.
H.P.	138 $\frac{1}{2}$ Wool	Inca	137 -one short.
W.E.D.	76 $\frac{1}{2}$ "	Sorata.	77 -one in excess.
Heart.	218 $\frac{1}{2}$ "	Inca.	219 -one in excess.

We notice that the Report on the W.E.D. Wool dated Sept. 15 referred to 76 Bales only. As regards the Heart mark, 219 bales were brought in by the "Columbus" but they broke one bale in halves on board and got it wet with salt water, so we returned it to Fox Bay and asked Mr Stickney to have it re-baled, this he did and we debited the cost, 30/-, to the "Columbus". Writing on June 12th Mr Stickney said he hoped it would be shipped that trip, but we heard nothing as to

454 per "Huanchaco". (6.12.13.)

- 3 -

whether it did come in or not - there is no entry on Captain Saanum's list or receipt book. I have written to Mr Stickney's Manager enquiring whether it was really sent or not, and on hearing from him will revert to the subject.

5. On the arrival of the "Huanchaco" Captain Mander said at once that he could not think of taking any tallow as he had no floor space and would have to stow it on top of cocoa and wheat. It is really very difficult to write temperately, for as far back as October 14th the West Coast Manager was informed that we should have 200 casks for shipment, in fact it was for the special purpose of taking the tallow that this steamer was asked for. Having asked for the space, we have as you know taken most unusual steps to get the tallow to Stanley, only to find that the steamer will not load it. It seems doubtful now when this can go, for the steamers for the next few months will be fully loaded with wool - after the "Huanchaco" has left we will stow all the tallow in the lower hold of the Great Britain so as not to expose it to the weather, for the casks are really in a very bad condition now. The P.S.N.S. apparently do not want to carry tallow at all, and it is as well to go at once into the question of some other way of realizing it. So far as I can see at present there are three:-

(i) Sell to the Buenos Aires people as mentioned in my 446/8 provided that they will give a good price and take it straight from the Great Britain in their sheep steamer.

(ii) Ascertain whether Messrs Salvesen & Co. would freight it home in one of their whale oil steamers. In this case they would probably want to discharge at Grangemouth.

15th per "Huanchaco" (6.12.13)

- 4 -

(iii) Obtain a small sailer on a round charter with house coal out, sending two season's tallow home. She would arrive soon after this season's canning is concluded, could discharge the bulk of the cargo here retaining 100/150 for Darwin, load the 1914 tallow there and fill up in Stanley. We could do with another cargo of house coal then, as I calculate that at the end of this year our stock in Stanley will be about 250 tons.

I shall of course write to Valparaiso by the outward mail next week asking whether they can make any arrangement to get the tallow away; if they guarantee to lift it I will telegraph you, but should the West Coast Manager not be able to manage this, it might be well to consider the foregoing.

7. In my letter by last mail I sent you a copy of letter to the West Coast Manager asking for 800 tons space in steamer to catch the March sales, yesterday I received a telegram acknowledging this and stating that this space will be reserved in the "Corcovado" expected to arrive here about January 15th. I hoped by now to have had the schooners Antarctica and Gwendolin collecting wool from Choiseul Sound, but the former has not arrived and I cannot send the latter away until after the departure of the outward mail. Her crew must be Captain Thomas and some of the jetty men - with the "Huanchaco" to load homeward and the "Orissa" bringing over 250 tons of outward cargo the men simply could not be spared. The Gwendolin is now loaded full with coal and stores for San Carlos and Fox Bay and an iron dip for Port Howard and will leave here as soon as the "Orissa" has gone, bringing wool back. I feel that we must send out this iron dip which arrived here months ago, as until Mr Evans has this he has no means of dipping his sheep, and we must make an effort to get this to Port Howard especially at this juncture when you are negotiating with that firm for a 5

154 per "Huanchaco" (6.12.13.)

- 5 -

years contract for their produce.

The only way to get 1200 bales of wool in here by the middle of January is to adopt the plan suggested in my letter to you of last mail, namely to let the Samson tow the Fleetwing to Choiseul Sound and pick up 700/800 bales from Darwin and Walker Creek. I shall therefore cable you the word "SOPESADA" as indicated and sincerely hope that you will approve, as in the case of the towing of the schooners lately the risk will be very small indeed for we shall not attempt anything except in quite fine weather. In less than 2 weeks Mr Allan will have to stow wool outside the shed at Walker Creek, and soon after will have to do the same at Darwin unless some is shipped. The "Corcovado's" shipment will barely catch the sales unless the P.S.N.C are more fortunate in their estimate of the probable date of arrival here (? "guesswork") than usual, for these intermediate steamers are almost always 5 or 6 days later than the date originally given.

8. Sometime ago the Foreman Carpenter, Biggs, raised the question of his salary, which in the absence of ships is less in actual amount than that earned by the working carpenters; his standing wage is £130 per annum, against £134:13:0 earned by the latter, but he has a house rent free. I told him that he should state his case in writing in his own way, and now enclose his letter. We have had no shipwork at all this year, and with the increased cost of provisions and meat I am sure, that with a family of small children he can barely make both ends meet. Would it not be better to pay him a fixed salary, and abolish the special rate of £1 per day on shipwork, we recouping ourselves at that figure for his services? This would do away with the suspicion existing at times

454 per "Huanchaco" (6.12.13.)

- 6 -

that the Foreman spins out the job in his own interest.

December 8th.

9. There was a chance of the Huanchaco finishing loading on Saturday, the 6th, and the foregoing was written in anticipation of that. Yesterday I received a confirmation of the P.S.N.C. telegram which arrived mutilated, - the space to be reserved in the Corcovado is 1000 tons, not 800, so I am telegraphing back asking if she will take the tallow which the Huanchaco is leaving. I shall have a reply before the next homeward mail, and can let you know what they say. The rates of freight on the Huanchaco Bills of Lading have been entered at the old figures; in the absence of any instructions to the contrary the rates on wool and skins per Corcovado will be entered as 22/6 measurement or 67/6 weight. Should the P.S.N.C. revert to the old rates for us as they have done for Punta Arenas it would be as well to send me a telegram to that effect before January 15th., when the Corcovado is expected to arrive.

I am,

Sir,

Your obedient servant,

454 per "Huanchaco" (6.12.13.)

ENCLOSURES

DUPLICATES. (Originals per "Oronsa 24.11.13.)

Despatch No. 453.

Copy of Stanley Cash Book for October.

" " " Journal "

Store Indents Nos. 477.

Remarks on Stores and Replies.

Coasting Insurances.

Mr Allan's Report - Nov. 21st.

Remarks on Accounts and Replies.

Statement on Accounts.

Letter for F.E. Cobb Esq.

ORIGINALS.

1. Samson ITinerary - completion.
2. Correspondence with Master of "Ellen" (copy sent last mail)
3. Letter from Foreman Carpenter - December 4th.
4. Copy of letter from Braun & Blanchard.
5. Remark on Stores. *and Store Indent 478*
6. Copy of Wireless Telegraphy Regulations.
7. Statement on Accounts.

8. Specifications:-

<i>9 Wallace Report</i>	Wool.	Skins.	Hides.
N.A.	9	19	
D.H.		14	7
W.C.			56
F S		19	
A.F.C.		2	
T.R.	6	11	
McG		13	75
S.I.		18	

9. Specification and Bills of Lading per "Huanchaco" (*boxed under*

Wanaki over a board)

ORCOMA.

December 22nd

13.

455

Sir,

I wrote last by the Huanchaco which left on the 8th instant, and received by the Orissa on the 9th instant your despatch No. 1126.

2. 1126-3. The Administrator informed me that he had received from Messrs Salvesen & Co. formal notice to determine the mail contract, adding that although the contract stipulates for a year's notice, it was evident from the tenour of their letter that they were quite prepared to relinquish it at any moment. The time is not yet ripe for discussing mail contract on behalf of the Transport Company, for you will see from a subsequent paragraph of this despatch that there is an idea of the Government running a mail service with South Georgia, in which case their steamer would do the West Falkland service as well. On the receipt of your letter and one from Mr Connell as to manning with a Chinese crew, I thought it better to at once telegraph that we do not consider the scheme feasible. I mentioned it to the Administrator and he at once shook his head saying that he thought it would not do at all. Doubtless, they would be quite satisfactory on a vessel which spends days at sea, and under circumstances which enable them to be replaced, but the "Wheatsheaf" will be in port practically every night, and it is absolutely certain that the local men would not work with Chinese. You will remember that there was a good deal of feeling about the Norwegian

F.E. Cobb Esq.,

Managing Director,

London.

455 per Orcoma (22.12.12) 2.

on the Columbus, and this would be many times more intense in the case of Chinese; the crew of the steamers have to go ashore at the stations to land stores and bring off produce, and are bound to meet the local men in that way.

3. Par. 4. The charge of 6d per ton for labour on homeward produce passing through the Great Britain is so mixed up with the stevedoring of outward cargo that it is necessary to go into it from the beginning, and the enclosed extracts from despatches in 1911 and 1912 may be of some assistance. The question arose from our finding that the cost of labour loading outward stores was considerable, and as freights had been raised to their limit we said that the steamer ought to pay the cost. The matter was discussed at Leith with Mr Salvesen who offered 1/- per ton, afterwards reduced to 6d. This, however, did not cover the cost, but we felt that if the offer included 6d per ton on produce homeward we should be well covered. You wrote in 1907-12 that if our men actually went on board the Columbus to assist getting wool out we were entitled to it, but no definite agreement was ever made as to this, and so far from having to send our men on board to assist we have been able to dispense with the use of the steam winch on the hulk when taking in wool, so that all our men have done was to receive it on board. But, seeing that the 6d on outward stores did not pay, we charged it on homeward cargo somewhat tentatively, so as to cover ourselves. We find the amount we have charged are as follows:-

In your a/cs, produce per Esmeraldas, Jan. 1912	11. 4. 0
" " Junin	24. 17. 6
" " Potosi, 1912	18. 10. 0
In our final a/c sent last mail, 1912-3	129. 7. 0
	<u>183. 18. 6</u>

to which would be added 6d per ton for produce brought in by the Columbus subsequent to July last, and shipped per Sorata and Huanchaco. Even if we had had to refund to Messrs Salvesen the whole (instead of one half) of the one sixth

455 per Orcoma (22.12.13) 3.

hulk allowance in respect of cargo discharged direct into the steamers, we should still be in hand on the whole. The lesson of it all is that we ought to have a clear cut arrangement as to all these charges for labour and stevedoring, and particularly that the freight earned by the coaster is five sixths of the difference between the through freight charged to the client and the ocean rate paid to the PSNC. This would be a better way to describe the arrangement than to say that coaster should receive the whole of the difference, and pay us one sixth for passing the produce through the hulk. If this is to be the new arrangement I assume that you will drop the charge of 6d per ton for labour on homeward produce, but for stevedoring stores outward I think that we should stipulate with the Transport Company for 1/- per ton to cover the cost of labour loading.

4. Par.5. Mills would be glad if you would ascertain whether any particular class of oil is required for the Fielding & Platt oil engine. We have now a Priestman, a Hornsby-Ackroyd and 2 Fielding & Platt's, and our experience with the Hornsby-Ackroyd is that it runs better with the special oil sent out for the Malvina's engine which was a Gardner. The Fielding & Platt may have been tuned up or tested to a certain grade of oil, but of course it would be far more convenient for us if all these engines could be run on the ordinary paraffin which you send us for sale. There would then be no question of keeping two or three classes of oil, ~~one of which~~ and consequently no danger of running short.

5. Par.6. When I wrote as to "the danger of giving a direct "answer" to the question whether the Governor had access to the wireless telegrams the idea in my mind was that it would be dangerous to commit myself to a definite statement either way. Had I answered in the negative, you would have felt that all messages were quite safe, whereas I have my doubts on the point, and if I had written that he does have access to them

455 per Orcoma (22.12.13) 4.

I should have been making a statement which I have no means of proving. I understand that the telegraph and telephone operators here are sworn to secrecy but as I wrote then, a Governor may plead exigencies of the public service etc., and I suppose that in England a Court of Justice has the power to demand the production of original telegrams.

6. Par.9. Since writing per Huanchaco, I have again gone into the question of discrepancies in the shipments, and find that although Captain Saanum's report inwards gave 138 Bales Wool H P it was in reality 137 Wool and 1 Bale of Sheepskins perhaps owing to the similarity of the marks one of the H&B bales was H P. Mr Pitaluga did not send any specification; as he has since bought a weighing machine, this will be supplied in future.

7. Par.13. I am sorry to find that I did overlook the point that men on the permanent staff were not to ~~have~~ be subject to the 180 days rule, but on looking over the Bonus lists again, find that no one has been omitted owing to this mistake. All others who had left the service or who had served for only a part of the year have gone to Patagonia or Australia. Husband was purposely left out under the discretion you permitted me in despatch 1109-3; he was not dismissed but on the whole was an unsatisfactory servant and it could not be said that his work had contributed its share towards the prosperity of the Company. I learn that on arriving in Scotland he kept straight for some months, but seems to have now gone hopelessly to the bad; Adam's name seems to have been omitted from the Bonus list owing to a misapprehension; I wrote to Mr Moir that the Medical and Ecclesiastical services were not included, and he interpreted this as Medical and Scholastical. Adam will therefore receive his allowance.

8. Par.14. In writing on the subject of the fatal accident to Nilsson I wanted to receive the formal sanction of the Directors for payment of compensation to the widow in accordance

455 per Orcoma (22.12.13) 5.

with their decision on the general question communicated to me in your despatch 1055-2 as follows:- "Lastly with regard to the Stanley workmen the simple and perfectly plain instructions laid down by the Board are that you are to conform to the Workmens Compensation Act 1906 as if it were in force in the Colony adopting in its entirety the First Schedule to the Act in all cases of compensation for accident." Before finally settling, we will ascertain from the wages sheets the exact average of his weekly earnings for the last three years, but feel pretty sure that the widow would be entitled to the full £300. Immediately after the accident we supplied her with a fair amount of clothing etc. and she has since had about 15/- worth of stores every week.

9. Par.15. The Punta Arenas Wireless Station is not yet allowed to receive public messages, but the Administrator has been authorised to treat directly with the Chilean Government direct as to rates etc. It is to be hoped that this service will soon be available for during the somewhat long time lately that we have been precluded from communicating with Montevideo by atmospherics, the operator has been in touch daily with Punta Arenas. The Administrator has been allowed to send official messages, but they will not accept any other.

10. Par.17. The Glenogwen should make an excellent lighter; the dimensions are much the same as the Rosa Baker, but ~~we~~ she will probably be deeper, which is all the better. The total cost, £700, sounds heavy, but it is evident that this is cheaper than getting one from Punta Arenas or an old schooner from Montevideo.

11. Par.19. As soon as Captain Thomas returns we will copy the inventory of the Lady Elizabeth which is entered up in his diary.

12. Par.20. Mr Allan has more than once maintained that a steam winch on the Garland would be very useful - we

455 per Orooma (22.12.13) 6.

thought that if she were so fitted, the Goose Green products might be stored on board so as to facilitate shipping, but if the Jetty were extended to enable the new steamer to go alongside, it would not be quite so necessary. I will refer the matter to Mr Allan. Seeing that shipping appears to be a vanishing quantity I would not ask for another hulk here to be supplied with a steam winch at present; the coasting steamer will, as you say, be able to use hers for lifting coal out. When a sailing ship discharges her cargo of coal into the storage hulk the work is very slow for the first week as the sailer is low in the water and the empty hulk very high out of the water, and in order to comply with the stipulation in the Charter Party for 45 or 50 tons a day we have to supply some labour. This, however, will happen only about once a year and the question of a steam winch may well be deferred until we see whether there will be any corresponding saving.

13. Par. 22. It is a matter for considerable congratulation that you have succeeded in effecting the severing of the connection with Messrs Salvesen so amicably, and that they have consented so readily to transferring Captain Saanum. In view of this I feel that we ought to meet them if possible by taking over the scows, but unfortunately they are not of suitable design - they are too narrow, and the sides too high for carrying bales of wool, and Captain Saanum found that the only method of using them for that purpose was to lash boards across two, using them as pontoons. They are very good for heavy cargo, and one has been sent down to the South Shetlands. If you think we ought to take them over as a consideration to them, we might be able to sell one or both later on. As regards the "Columbus" the position now is that the Government will not permit her to run mails and passengers without very considerable repairs to the boilers, so considerable in fact that they could not be done here. They would offer no objection to her proceeding home under reduced boiler pressure without any repairs, but it is evident that Messrs

455 per Orcoma (22.12.13) 7.

Salvesen would have to provide a special crew. Captain Saanum thinks they would find this so difficult that the cheapest solution would be for them to tow her home by the Neko. You will see from this that it has been quite out of the question for her to do any coasting work since the survey in the month of July.

14. As you made no comment upon the scale of prices which we suggested for the Lady Elizabeth wood, I assume that it is approved, but am inclined to increase the prices for some sizes as it would seem from the shipment per Orissa from Lenanton's that the price of timber is increasing. In August you sent some 1 X 9 boards for Mr Packe from Lamb Bros. at invoice price of 1½d per running foot, whereas the cost of the 1 X 9 from Lenanton's only three months later is 2½d, or over 20% higher. Could you let me know whether there has been a general advance in timber during the last few months, as if so, we can safely put a little more on the prices, and help to meet the cost of the sawing machinery.

15. On the subject of the classifying and sorting of sheepskins here I have been asked by several clients what would be considered the minimum number of bales of each class of skins that would warrant selling in the bale. Could you give me some idea?

16. A list of clients who have replied to the circular as to contracting for five years for the carriage of homeward produce is sent herewith; you will see that there are no dissentients. So far I have not received any reply from some of the larger shippers. In all, 760 shares in the Transport Company, have been applied for and I have been asked whether any shares would be allotted to Station Managers, or whether they are all reserved for Station owners.

17. A few days ago the Administrator asked me to see him and discuss the matter of expenditure on the Dependencies as the Colonial Office is quite determined to spend a good proportion of the revenue derived from whaling on objects directly connected

455 per Orcoma (22.12.13) 6.

With the industry. He mentioned that a vote for £1500 had been passed for a mail service with South Georgia, but they had not so far induced any of the Companies to take it up; they made an offer to the Compania Argentina de Pesca, whose headquarters are in Buenos Aires, to subsidise the vessel which they run periodically from there to South Georgia provided that they would run a fixed itinerary, probably calling at Stanley. The Company replied however that whilst they were only too willing to take mails and any Government passengers down free of charge, such an arrangement would interfere so much with their freedom of action that they could not entertain the idea. The Administrator said that it is evident that if there is to be a regular mail service with South Georgia it must be run by a Government vessel, and he thought that the West Falkland mail service could be done in conjunction with this. We talked the matters over, and I thought it as well to go thoroughly into the questions in writing - a copy of my letter is enclosed. I have said that if the Government run a mail and passenger steamer round the Islands, the earnings of the Transport Company's vessel will be seriously curtailed, for the Columbus earned something like £800 per annum for passengers alone, and there may be a recurrence of what happened years ago. Two steamers were running, but the trade would support only one, transport by schooner was reverted to and steam communication retarded for about thirty years. If they must spend money on South Georgia, wireless communication would be better, for the first cost would be the total and if the whaling industry did collapse there would not be an expensive legacy in the way of the cost of maintenance later. What one might term the physiographical difficulties in the way of erecting a station cannot be insurmountable - it might have to be placed in an isolated position there, but would be connected with the principal settlement there by telephone, and the matter resolves it into one of expense. On the whole the simplest solution would be to remit a part of the export tax, but whether

the Secretary of State will adopt this view is very problematical.

18. At the same interview the Administrator referred to your correspondence with the Admiralty as to the lease of Navy Point, which he said had been applied for by McMill, one of the local butchers. Captain Dickson said that he was very anxious to have Navy Point for the use of the Volunteers; he has been reorganizing the Corps, and as the suggestion of a small force of mounted Infantry has been revived he would like to be able to place Navy Point at their disposal for wintering their horses. It did not seem politic to oppose the idea in any way, and this would not entail any interference with our sheep. A copy of my letter to Capt. Dickson on the subject is sent herewith.

19. I telegraphed to the P.S.N.C. Valparaiso asking that the Corcovado might take the tallow in January, and have received an affirmative reply. Capt. Grandi has not arrived with his schooner, and the only possible way to collect 800 tons measurement of wool (say, 1200 bales) by the middle of January is to tow the Fleetwing to Chonos Sound for as many as she will carry. I am therefore telegraphing to you as indicated by last mail, and sincerely hope that no objection will be raised. I am now pledged to the P.S.N.C. for the space, Mr. Allan will in a day or two have to show wool outside the sheds at Darwin and Walker Creek, and you naturally would like to get a fair quantity of wool in for the March sales.

I am,

Sir,

Your obedient servant.

ENCLOSURES.DUPLICATES. (Originals per Huanchaco. 6.12.15.)

Despatch No. 464.

Remarks on Stores.

Store Indents Nos. 478.

Statement on Accounts.

Mr. Allan's letter to Managing Director.

Specification and Bills of Lading per Huanchaco.

ORIGINALS

1. Copy of Stanley Cash Book for November.
2. Copy of Stanley Journal for November.
3. Cash Voucher - West Store.
4. Store Indents Nos. 478.
5. Canning Indent - December 23rd.
6. Indent for Books - Camp Library.
7. Remarks upon Accounts and Replies.
8. Coasting Insurances.
9. Copy of telegrams received and despatched.
10. Copy of letter to J.L. Waldron Ltd. re prices of wood.
11. " PSNC, Valparaiso, December 9th
12. " Mr Alcock, Decr. 23rd.
13. " Mr Connell, "
14. " Administrator, re lease of Navy Point.
15. Copy of corres. with Buzzi & Co.
16. " Memorandum to Administrator re expenditure in Depend-
- 16a. " Letter from Geo. Bonner & Co. Ltd., Dec. 18. encies.
17. Original letter from Shipping and Mercantile Gazette
18. Extract from despatches re charge for stevedoring.
19. Memorandum re damage to cargo with claim.
20. " re clients willing to contract and take shares.
21. Mr Allan's letter to Managing Director.
22. Shipping Report

455 per Orona (22.12.13) 2.

23. Remarks on Accounts and Replies to Remarks

24. Statement on Accounts.

25. Specifications: Wool. Skins. Tallow.

JLW

9

JHD

33

58

Pebble

JHD

4

8

K

26. Letter for P.E. Cobb Esq.

ORISSA.

19th January

14.

456.

Sir,

I received by the Oropesa on the 7th instant your despatch No.1127. The supplementary mail via Lisbon did not turn up, and we are therefore without a good deal of the usual mail matter, including the accounts. The non-receipt of these latter at this time of the year is very unfortunate, as we are unable to get forward with the annual accounts which must go by next mail, and it will be a great rush to complete them.

2. Par.2. I quite follow all that you write with regard to the advantages our Camp hands have by being kept on through the Winter, when we cannot get much work done. Some of the men who want to take a trip to England see that in Patagonia a man can earn a good sum of money by the end of March by contract shearing, whereas here they have only their regular wages for that. As regards the carpenters, so long as they have ship-work they have no grievance; for years we have been told that no more will put in but yet they have come, the reason doubtless being that the comparatively few remaining sailing vessels have not been kept up in condition. They are, however, vanishing very rapidly now, and we shall shortly have to face the fact that no more can be expected. During the past year we have had the Lady Elizabeth and the Wynford, - on the former there was no work at all, and on the latter only 1 day's work for 5 carpenters so that had not it been for the Bonus paid during the year, they would have had nothing at all beyond the standing wage of

F. Hobbs Esq.,

Managing Director,

London.

456 per Orissa (19.1.14)

2.

1/- per hour. Some time back I made a calculation that a married carpenter sent out from England at £10 per month costs us 1/1½ per hour in wages. The foreman carpenter has already made a representation to you on the subject of wages - upto the present the others have not said anything to me and we might wait a few months longer - if no ships turn up during the next Winter I think that we shall have to deal with the question.

3. Par.3. The Administrator has now agreed to allow Mr Moir to have a date stamp for the issue of Postal Orders at Darwin, and we shall keep a supply there. When discussing the question with them as to a Branch Post Office at Darwin he said that he did not feel justified in including on the Estimates any vote for salary, and I gather that he would not take any such step during the absence of the Governor (whose leave has been extended up to April 2nd. When we go into the question of running West Falkland mails we want to arrange for a call at Brenton Loch - if this is done, the matter of a Branch Post Office at Darwin will probably come up.

4. Par.5. I have thought it better to recapitulate what has been written at various times on the question of putting the new crankshaft in the Samson, and as this involves a somewhat lengthy statement, have made it out on a separate memorandum. Both Captain Thomas and Mills say that the slip at New Island could not take up a boat larger than one of the whalers, the dimensions of which are not much in excess of those of the Samson. The new coasting steamer will be far too large for slipping there.

5. Par.6. The discrepancies in the shipments during 1913 have, I admit, been unsatisfactory - as you say, specifications in some cases have been incorrect or non-existent, and the numbers reported by the Columbus have been wrong in many cases. This latter has been caused by the blind rush of the mail voyage - to call at San Carlos, Port Howard, Fox Bay, Port Stephens,

456 per Orissa (19.1.14) 3.

coal at New Island, and probably call at another port or two for wool and return to Stanley in 9 days cannot be done except at the expense of mistakes both in outward and homeward cargo. We will do all that we can to avoid similar mistakes in future.

6. Par 7. Both Mr Patron and Mr Roy arrived here by this mail, the former with the object of settling up all his accounts. It seems quite evident that he will not be able to resume live sheep operations, for he has not the requisite capital. Mr Roy informed me that Messrs Buzzi & Company delayed writing to you until he had returned to the River Plate as they wanted to learn exactly what arrangements he had made - he says that they have now written you fully, and that they had also written to me sending a copy of the letter. He was surprised to learn that this had not reached me as he saw the letter signed, but it is not the first time that letters from Buenos Aires have missed. Several from Wilson Sons & Company reached me two months late - they had gone via London, and this may be the case with Messrs Buzzi's letter. Mr Roy left with me a certificate from the Banco de la Provincia de Buenos Aires that they had ~~credited~~ cabled to the Anglo South American Bank, London, a credit in your favour of £5,000, valid until June 30th. He said that he asked his firm to open a credit of £20,000, but they thought that somewhat impracticable, and are arranging successive credits of £5000 each as required. Mr Roy went to the West in the mail boat, and asked for guarantees for Messrs Colmested & Blake Ltd, J.L. Waldron Ltd., Dean & Anson and Stickney Bros. in order that there might be no hitch in the shipment early next month. Upon the strength of the Bank certificate I wrote letters that we would honour his drafts. I should, like, however, to know from you that the credits are all right, and trust that you will cable me each one - the code word for £5000 or £10000 would be quite sufficient. I enclose a statement shewing his programme for shipments and the numbers he expects to get from each farm - the later are optimistic in

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many cases and I feel pretty sure that he will not reach the total. I arranged commission with Mr Patron at the beginning of August last - we did some business with their steamer in the shape of coals, water and stores, so I agreed to $\frac{1}{2}\%$ as we lost nothing on the exchange.

7. Pars. 8 and 17. I was glad to learn from your telegram that the Falkland sailed on December 29th, so that we may look for her shortly now. As regards Captain Saanum's wages, we were both in somewhat peculiar positions, which I can explain best by the following short resume:-

Nov. 11. I received your telegram asking if Captain Saanum would apply for the command.

14. Captain Saanum arrived in "Hanka", and I talked matters over with him as detailed in my despatch 453/8, which was written on November 24th.

25. I received via Punta Arenas your telegram saying that Salvesen's had nothing in view for him, asking what were the lowest terms he would accept, and reporting that Captain Poole had applied.

From this telegram it seemed that there was a possibility that Captain Poole might have offered to take her at a low rate of wages, and I felt so strongly that he would be unsuitable that I made up my mind to persuade Saanum to forego for the moment any idea of increased wages and to rely upon you later on to supplement them if he shewed good results. I had another talk with him at once and told him that you had cabled that Salvesen's had nothing else to offer him for the present, which meant that he would have to take the Columbus home. Seeing that he is now settled here, and that his wife had ~~only~~ been confined only a few days before, he had either to accept our boat or take his wife and family home in the Columbus. This, as explained in my despatch above quoted, he felt he could not possibly do, and therefore agreed to my cabling you £17 a month. Under these circumstances, I am more than glad to

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and was got off at 5.30 pm. I think we must regard it as a cheap piece of experience which will have its value later on in that it will not be allowed to occur again. Incidentally, these mishaps go to prove that the bottom of the hulk is fairly sound.

9. Par.10. I gather that you will approve of our trying another season without iron hooping the cases of meat and tongues; perhaps, in view of the high price of a case of extract we might hoop them,

10. Par.11. You have put the question half yearly accounts current quite clearly, namely that if an account to June 30 is made up with interest it is cleared off for that period, and is so much wiped off the slate during a slack time. If, however, we are asked to furnish an account to June 30, and do not charge interest, we may find during the second half of the year that interest is chargeable and the work has to be done over again. On the other hand, we may have a case of a client not being able to pay in a substantial amount until about July or August on account of his produce getting home late. This payment might swamp any interest on the debit side for the first half of the year, and if the client has been charged with that interest on June 30th he may feel that he has a ground of complaint. On the whole, I think it would be not unreasonable to inform those who ask for half yearly accounts that we must supply them complete with interest; if they wish to avoid paying interest, the account would have to be refused earlier in the year about April or May.

11. Par.12. The decision of the Directors with regard to Section 38 West of Bluff Cove is noted.

12. Pars. 14 and 16. The question of a composite lighter is interesting, but I feel that so long as we are able to get an old hard wood vessel like the *Glenogwen* we should do better to stick to wood. As you say, we had better wait and see how the *Glenogwen* turns out.

456 per Orissa (19.1.14) 5.

learn that you will regard the £17 as the minimum, and that he will be given something extra either as a bonus or a percentage on the profits. Before expressing an opinion as to which form this should take I would prefer to wait until some results are known, but hope that you will allow me in the meantime to let Saanum know that something more will be given him. Such ~~an~~ assurance would dispel any feeling on his part that I had rushed him in any way. I agree that it would be better, if possible, not to divulge the actual profits of the vessel, but as you are allowing sundry farmers to take shares, it is pretty certain that the results will be known.

8. Par.9. Mr Allan has always maintained that the head of Choiseul Sound is not quite such good holding ground as supposed - he said that he had tried with a big iron rod, and found that after going through a couple of feet or so of soft mud, it was hard rock. Generally speaking, the holding is good but under the special circumstances of that particular case it required to be exceptionally good. The Garland was moored with a swivel, and on that account Captain Thomas advised the master of the "Ellen" to hang on to her and not drop his own anchor. With the wind going round the compass so frequently he might have got his cable badly tangled with two of the Garland's. The gale that took them both on shore was a particularly wicked one. Captain Thomas owns up frankly for the responsibility of the second stranding of the Garland, which occurred as follows - at 5 am the Samson anchored close to her, she being on the spit off Goose Green, and at 7 got her off, towed her within close range of the Ellen and dropped her anchor. Being a fine morning they did not give her full chain and, having started early, had breakfast at 8.30. Whilst they were at breakfast a squall came from the South West, and before they could get on board the hulk to give more chain she grounded on the Tussac Island

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13. Par.8. I enclose a list of the inventory of the Lady Elizabeth, which is about as poor as it could possibly be. Everything on board was cut to the finest point, but it is only fair to say that the actual ironwork was as well kept as possible.

14. Par.19. I enclose extracts from the Samson's log giving account of work done at the time of the wreck of the Oravia, and the voyage to New Island for slipping, together with the statement of cost, amounting to £217;16;7. Should the adjusters wish to reduce this we should be quite justified in saying that had the boat been at some port where she could be surveyed by a recognised surveyor he would undoubtedly have had an entirely new plate in instead of a patch. We had an extra deck hand as we did not know how much labour would be available at New Island for hauling up etc., and you will see on the account a note that a carpenter, blacksmith and assistant were sent with her to do repairs arising from wear and tear. Their wages are of course not charged.

15. Mrs M.A. Smith has given notice that she desires to repay on June 30th a further £1000 off the mortgage on Berkely Sound Farm.

16. Your three telegrams which were received in Monte Video on December 22nd, 23rd and January 2nd were all sent down by the Oropesa; the first two are addressed "Fleetwing, Port Stanley" and presumably were intended to be transmitted thence by wireless. I mention this as it may be necessary for you to specify in London when you wish a message to be forwarded on by radio.

17. As mentioned in the foregoing paragraph your telegram of December 23rd authorising me to collect wool by Samson and Fleetwing reached me only on January 7th. I had cabled that this would be done if you did not telegraph; as no message came the Samson and Fleetwing were despatched on December 31st. They left Stanley at 4.40 am and arrived at Darwin by 2.30 pm, a little

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8.

under nine hours. We sent out between 70 and 80 tons of stores and materials in the Fleetwing including the last cookhouse from Browne & Lilley, and they returned on Monday the 5th instant with 608 bales wool. I hoped for at least 700 but stowage was spoiled by our having about 90 tons of coal in the Fleetwing. I did not want to discharge this as we ship a good deal to the West Falkland, and moreover it was better to have some weight in the hulk to make towing easier. A statement is enclosed shewing the movements of the Samson and Gwendolin; I am sorry that we have not been able to collect any wool from Hill Cove or San Carlos for shipment by the Corcovado. I expected Captain Grandin to be here with his schooner the "Antartica" quite a month ago - he arrived on the 13th only and has gone to Hill Cove to bring in wool, it is doubtful whether he will be back in time for the Corcovado. The Gwendolin's movements have had to be regulated by the arrival of the mail steamers, for without her crew we have not had enough labourers to do the work. Captain Thomas has done so well with the Samson, towing schooners and hulk, and made such good trips with the Gwendolin that I feel sure the Directors will approve of my having given him a gratuity of £10 at the end of the year. The earnings of the Samson and the schooners have been quite a large sum and will help the respective accounts considerably.

18. Captain Dickson is very anxious to visit South Georgia during the whaling season and as he had heard that whales were scarce at New Island telegraphed Messrs Salvesen asking whether they would allow the "Foula" to take him down, but they replied that they could not comply with his wishes. He intends to try and induce the C.O. to let him go via Buenos Aires, but this might mean too long an absence from Stanley. When the Foula came in last time from New Island, they reported whales as more plentiful there - the last news from South Georgia states that results were very poor up to that time as compared with previous years.

19. Messrs Baillon & Stickney's Manager informs me that the damaged bale of wool referred to in my 454/5 is still at Fox Bay.

20. Mrs M.A. Smith & Sons have informed me that they are willing

456 per Orissa (19.1.14) 9.

to contract for five years to ship their produce through the PSNC - the only clients here who have not answered are Mr W.S. Williams, who has not yet returned from England and Mr A.E. Felton, from whom no letters have arrived since the circular was sent. Mr Grant asks me to correct his application for shares by reducing the number from 300 to 100.

21. In case any Station owners living in England should express any surprise at not hearing from their Managers, I may mention that the last W.F. mail did not bring any letters from stations North of Fox Bay; presumably the mail carrier arrived at Fox Bay too late.

22. I think it as well to refer to you the question of Mr Moir's agreement. Mr Moir entered the Company's service on July 14th 1899 at a salary of £160, rising £10 annually to £200, and the same was extended for a further 5 years at £210. At the expiration of the 10 years he went to England (1909) and was re-engaged at a salary of £250, passages out and home being paid by the Company. Mr Allan was in England at the time and Mr Moir states that he offered to go to London if desired to sign a fresh agreement, but was informed that it was not necessary as the matter could be settled here. No agreement, however, has been signed since, and in 1913 he had to go to England on account of health. He has paid the cost of passages ~~out~~ ^{home} and ~~home~~ out again, and now asks that if he serves a further 5 years, he may be guaranteed passages home at the expiration. I think this is quite reasonable, but refer the question to you before making out any further agreement.

23. Captain Saanum tells me that Messrs Salvesen & Co. have informed him that we have taken over the mail contract from them, and I gather from what the Administrator said that he has received a letter to a somewhat similar effect. Until you send me definite instructions in the matter I do not propose to accept any liability for running the mails. As regards Mr Carpenter's letter to you of November 18th I gather that you will scarcely have agreed to the stipulation that 150 bales must be home in time

456 per Orissa (19.1.14)

10.

for the March Sales every year - ~~if~~ Messrs J.L. Waldron Ltd and Geo. Bonner & Co. Ltd. have both made similar requests, but it would not be fair to other clients that we should bind ourselves to give them any preference. We certainly must not undertake to call at Port Stephens every mail trip - although this was comparatively easy for the Columbus or whalers, which had to go to New Island, it restricted the movements of the former; we hope that the Falkland will not have to go West of Fox Bay more than once every two or three months.

I am,

Sir,

Your obedient servant,

456 per Orissa (19.1.14)

ENCLOSURES

DUPLICATES. (Originals per Orcoma, December 23rd 1913)

Despatch No. 455

Stanley Cash Book for November

" Journal do.

Store Indents No 479

Remarks on Stores and Replies

Coasting Insurances

Memo. re clients willing to contract and take shares

Mr Allan's report

Letter to R. Blake Esq.

Remarks on Accounts and Replies

Statement on Accounts

Letter for F.E. Cobb Esq.

ORIGINALS.

1. Store Indents No. 480
2. Remarks on Stores and Replies
3. Coasting Insurances
4. Stanley Wages Return - 31st December
5. Camp Wages Return - December 31st
6. Thule Whaling Company - Copy of Account.
7. Normanna Whaling Company - Copy of Account.
8. S.S. "Samson" - Account of Expenses repairing Billy Rock damage,
9. Extract from Log,
10. Memo. re Crankshaft (2 copies).
11. List of Thos. Buzz & Co's contracts for purchase of Live Sheep.
12. Copy of letter from Banco de la Provincia de Buenos Aires
13. " to Colonial Secretary re Darwin Church.
14. Copy of corres. with PSNC, Valparaiso re cargo space.
15. Copies of telegrams received and despatched.

456 per Orissa (19.1.14)

ENCLOSURES (Continued)

ORIGINALS (Continued).

16 Mr Allen's letter to Managing Director.

17. Accounts Current:-

Messrs Holmsted & Blake Ltd.,

Messrs J.L. Waldron Ltd.,

Messrs Dean & Company,

Pebble Island Account.

18. Remarks upon Accounts.

19. Statement on Accounts

20. Letter for F.E. Cobb Esq.

21. Itinerary of Samson and Gwendolin.

22. Specifications:- Wool. Skins.

D H 4/620

N A 10/730

W C 1/519

A F C 42

S & S 34 6

J L W 131

CORCOVADO.

26th January

14.

457

Sir,

The Corcovado arrived late on the evening of the 22nd instant, but owing to lack of labour will not sail until this evening or at daylight tomorrow.

1. In 454-9 I wrote that we would enter freight on the produce per Corcovado at the old rates of 22/6 and 67/6 unless you telegraphed to the contrary. In the meantime, however, you have opened negotiations for a five years' contract at 20/- and 60/-, and it is more than likely that the figures will have been agreed upon. Although no telegram has arrived from you the Bills of Lading per Corcovado have been made out at the lower figures. I may mention that wireless communication has been very uncertain of late and some telegram from you may still be at Monte Video.

2. We have come to the conclusion after thinking the matter out from all points of view that it is better to erect the sawing machinery on shore at once. Mills, Biggs and I discussed all methods of putting it on the deck of the Lady Elizabeth, but could see no way of fitting things in properly without removing the deckhouse altogether. Another great difficulty is the bedding of the engine, which has no cast iron bedplate and must be fixed on a substantial block of concrete sufficiently high for the flywheels to clear. It would have been convenient to saw up on board and ship right away from the vessel, but on the whole the advantage of putting up the

F. H. Cobb Esq.,

Managing Director,

London.

machinery at once on shore outweighs this, and we do not run any risk of the vibration of the sawing machinery cracking the cement in the bottom of the Lady Elizabeth, which is all that keeps her afloat. For my own part I regard this as a very real danger and feel relieved in avoiding it. The machinery is consequently being set up at the back of the Engineer's shop, the engine being placed quite close so that a door may be cut from the shop into the new shed. A plan is sent herewith shewing the position and general arrangement.

3. I am glad that the Antarctica succeeded in getting back with a load from Hill Cove in time for this steamer. I reported in 456-21 that the mails from ports North of Fox Bay had missed the whaler; on the arrival of the Antarctica at Hill Cove Mr Miller sent a mandown to Fox Bay and succeeded in getting them up for the schooner, so that all those letters go by the Corcovado, and should reach London before the end of February. The produce can hardly be in time for the sales unless they relax the eight days rule in favour of the Corcovado shipment.

4. I have now received a letter from Mr A.E. Felton agreeing to ship his produce through the PSNC for five years at contract rates, and asking for 50 shares in the Transport Company.

I am,

Sir,

Your obedient servant,

457 Per Corcovado (26.1.14)

ENCLOSURES

DUPLICATES. (Originals per Orissa, 19th January 1914)

Despatch No 456

Store Indents No 480

Remarks on Stores and Replies.

Coasting Insurances

Stanley Wages Return, 31st December.

Samson. Account of expenses repairing Billy Rock damage.

Mr Allan's report.

Remarks on Accounts

Statement on Accounts

Letter for F.E. Cobb Esq.

ORIGINALS

Sewing Plan - Plan shewing General Arrangement.

Copy of letter to PSNC., Liverpool

" Telegram dispatched.

Specifications:-	Wood.	Skins.
N A	731-839	
S	100	8
H & B	130	15
W C M		15
W P		9

Specification and Bills of Lading, Shipment per Corcovado.

Oropesa.

14th February

14

458.

Sir,

I send you herewith the accounts for 1913, shewing a nett profit of £57472. 7. 1 as compared with £47890. 17. 9 for the previous year, an increase of £9581. 9. 4, accounted for by the increase of Farm profits.

2. FARM ACCOUNT. £51793. 17. 0, an increase of £10150. 1. 8. The abstract of this account will enable you to compare the different items of expenses and revenue.

3. STORE ACCOUNT. £7215. 13. 9, an increase of £613. 0. 3. It is satisfactory to be able to shew this increase in view of my 438/19 on the subject of last year's accounts as follows:-

"I feel convinced that the Store profit is in reality more, and that provided that this year's operations are up to the average this will be shewn at the end of the current year." I added that the value of timber had probably been underestimated - this year everything has been carefully measured. In the absence of any ships at all we can hardly say that the year's operations have been up to the average - although the sales have been well maintained, we have not had the good profit resulting from the sale of ~~ships~~ ship's stores nor the useful receipts for work in the Smithy. The quantity of material delivered to our own departments has, however, been unusually large, and this contributes towards the Store profit though of course not in the same proportion as sales.

The stock of stores on hand is much higher; timber and

F.E. Cobb Esq.,

Managing Director,

London.

458 per Oropesa (14.2.14)

2.

building material is considerably in excess owing to the purchase of the Lady Elizabeth cargo, coal is higher, and the stock of groceries is also above the average. Then again there is an item of over £1600 for cargo in transit by the "Falkland".

Sales and Deliveries for the past three years are as follows:-

	Sales.	Deliveries.	Total.
1911	26778	13680	40458
1912	22764	13050	41804
1913	29786	22903	52689

The increase in Deliveries is somewhat alarmingly above the average - the principal items of this increase are steam

coal ex "Ellen"	1200
House Coal ex "Gaita"	800
North Arm Press Plant	500
Smithy Boiler and Sawing Plant	550
Fencing Materials	2500

and the very large quantity of building materials sent to Darwin and Goose Green. In addition to these I may mention increased quantity of Farm Consumption materials, also material used in Stanley on repairs to hulks and lighters.

4. COMPANY'S SHIPPING. £247. 2. 8, a decrease of £77. 6. 4.

As mentioned above we have had no ships this year to contribute to this account, and we have incurred not inconsiderable expenditure on hulks and lighters, as follows:-

Fleetwing. Decks caulked - hatch enlarged, and extra metal sheathing at a cost of about £200.

Capricorn. Bulwarks cut down - sides thoroughly caulked - deck partially repaired - about £200. The deck will require further expenditure later on, but this hulk will be well worth the same.

Boss Baker. Deckhouse removed - 4 built iron to the put on deck under old deckhouse renewed, also covering board.

458 per Oropesa (14.2.14) 5.

Old bulwarks cut away entirely. Wages and material has amounted to some £170.

Although the work has certainly enhanced the value of the floating property, I have assumed that the Directors will desire to capitalize any of the expenditure and take the profit.

5. SAMSON. I have been in some doubt as to the best mode of dealing with this account, which at the end of the year, after crediting the unexpired portion of the insurance premium, shews a debit balance of £1111. 6. 9. In 1912 the debit balance was brought forward, and in view of the various credits due the tug, most of which cannot be gauged with any degree of accuracy, it seems best to adopt this course again and bring the balance down. The credits due to the account are:-

Account for repairs to be recovered from

Underwriters, say £200

Proportion of return freight on produce

brought to Stanley by schooners and

Fleetwing in tow of tug, say £550

Marco Polo Salvage ?

If, however, the Directors deem it prudent to write off anything against Profit and Loss, you will of course amend our statement accordingly.

6. SCHOONERS. Joint profit £396.15. 2, a slight increase of £55. 8. 9. In accordance with your instructions we have divided among the schooners the sum of £396. 8. 3 received from Messrs Salverson & Company as our share of the net earnings of the Columbus. The Gwendolyn was swamped previous to going into commission, and in short order in fair order, but the Isfonia requires a considerable amount of work to her, and should be kept out. In order to protect against this I have brought forward £1000. as credit 1914, and trust that this will be approved. Her balance

458 per Oropesa (14.2.14) 4.

not been examined since the stranding at Mullatt Creek years ago, and I believe you stated some time ago that we were entitled to sight the bottom at the expense of the underwriters.

7. INTEREST & COMMISSION, £1791. 6. 2. A decrease of £1002.13. 7. Last year the share of Columbus profit, amounting to £1027. 5. 9, was credited to this account, so that profit may be regarded as satisfactory. During 1913 we received £300 less for commission on ships' accounts, but on the other hand interest for clients' accounts and commission on freights and passages were higher.

8. MAIL AGENCY, £742. 7. 3, and increase of £71. 4.11. Profit from this account has been well maintained.

9. BUILDINGS. The total expenditure for the year amounted to £3589.14. 4, of which £1875 has been capitalized and £1714.14. 4 written off. This last item is a little less than the annual amount spent on repairs during the two previous years; in 1917/10 you wrote that the Directors expected to see a material rise in the cost of repairs in the immediate future, but you will realise that until the new constructions at present in hand are completed, the repairing work will not be much above the average.

10. CONSUMPTION, £421.14.10 and GENERAL CHARGES, £128.11. 11, a total of £550. 5.11, show an increase of £6. 1. 2, as compared with 1912.

11. STANLEY WAGES, £7196. 5.10 as compared with £5551. 10. 6, an increase of £1644.10.6. This is accounted for by (i) the extension of the Bonus to the labourers; (ii) the fact that the labourers received for 10 months of £8.5.0 per hour as against only 6 months at the higher rate in 1912; (iii) the absence of ships, owing to which the carpenters were employed for the whole of the year on the repairs I have mentioned in paragraph 4. Some of these repairs were several of the bulkheads and timbers.

458 per Crorees (14.2.14) 5

12. HANtering ACCOUNT 53286. 7. 1, an abstract of
 22118. 7. 9. Comparing the two years' accounts it will be
 seen from the abstracts that produce realised 22582 per
 but there has been overlapping every year due to the
 impossibility of getting all produce sold during the year.
 On the expenditure side, omitting the amounts paid for
 purchase of sheep, the expenses are lower all round. Wages
 and salaries are £542 less, Materials £5.5 less and
 ages \$50 less. This abstract is however merely a book
 statement and not a return showing the results of the
 Canning as a separate going concern, which has been done
 with in previous despatches. I might mention that we have
 no doubt underestimated the value of the Tallow unsold.

I am,

Sir,

Your obedient servant,

458 per Grosses. (14.2.14).

ENCLOSURE

Balance Sheet.
 Profit and Loss Statement.
 London Office Cash Account.
 Statement of Items in Deposits Account.
 Inventory of Stores at Greville Harcourt.
 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 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 Furniture.
 Particulars of additions to Plant.
 Particulars of freight earned but not credited.
 Abstract of Farm Account.
 Mr Allen's list of Fencing erected.
 Canning Factory - Abstract of Account.
 Detailed account of Receipts.
 List of Material.
 Details of Closing entry re Insurance.
 Auditors Certificate.

Oropesa.

February 16th 14.

459.

Sir,

I have to acknowledge the receipt per Oronsa on the 3rd instant of your despatch No. 1128 of January 5th.

2. 1128-7. The vouchers to which Messrs Ince refer must, I assume, be in connection with the statement dated November 24th, sent in despatch No. 453; the only voucher, however, which one could send is that for the gang of men pumping at £1 each - the crews of the Samson and the Plym are paid on the weekly wages sheets, and the 10 men charged for on October 23rd were the usual labourers whose wages during the time occupied in heaving up the anchor amounting to 5/- each are also paid at the end of the week. The only separate voucher was that for £13, which is sent herewith. I regret being unable to deal by this mail with the other points raised in Mr Ince's letter, but will send everything by next mail.

3. Par. 8. As to keeping schooners as a standby against an accident to the steamer the crux of the whole question is contained in your sentence "if you had in Stanley two men who could be trusted to sail them." This is just what we have not, and so far as I can see there is very little prospect of attaining them. The local men who know the coast are not men who could be trusted, in fact they are averse even to accepting the responsibility. The Ratcliffs and the Jones's are capable of navigating, but will not work,

F. E. Cobb Esq.,

Managing Director,

London.

459 per Oropesa (16.2.14)

2.

and I think we can only go back $3\frac{1}{2}$ years to my 384/9 on this subject; I stated the case then in extenso, and had it to be ^{not} written over again, I do think that it would be different in any particular. Towards the end of that paragraph I expressed the opinion that the only preparations that can be made ~~again~~ against the eventuality of loss of the steamer is to have a possible successor constantly in view, and also one that could be chartered for a few months to tide over the period between loss and replacing of the boat if the disaster occurred near the wool season.

4. Par.9. I will later go into the question of renewing Mr Creece's agreement on the terms sanctioned by the Board; I am sorry I did not express myself clearly when reporting that I have moved him to the old East Store building. He still lives at the house adjacent to the West Store, but has all Store papers and accounts at the East Store building, and is stationed there for his work. The office caretaker lives in King's old quarters. I find the new arrangement works very well - Mr Creece is able to supervise the packing of Station orders, and the shipping of the same, also the liquor store, and I have had a small window cut from the office to facilitate communicating with him. The West Store is on the public telephone, and a metallic circuit has been run between the two Stores so that they can communicate with absolute privacy and by an interthrough switch Mr Creece can be put through to the Exchange.

5. Par.10. I quite follow all that you write in connection with the retail trading, and will proceed cautiously as regards the introduction of a cash system; it is certainly successful at the Drapery Store and I believe that that will be the beginning of a cash system all over Stanley. What you write as to discounts shews that the 5% is an old trouble - it is hardly correct to impute carelessness to

459 per Oropesa (16.2.14) 3.

the Store, for all other Stores gave the 5%, and this fact, coupled with the inconvenience in the accounting, induced my predecessor to allow the 5%, the selling prices being fixed so as to allow the ~~10%~~ discount to be given. The abolition of this discount, except for payment within a month should be the first step towards a cash system, and the matter will be taken in hand. I am asking you to send a rubber stamp "subject to a discount of 5% if paid within 50 days."

6. Par.11. The recovery of the "Skjoldo" account is very satisfactory - a copy will be sent to Chile by the outward mail as requested.

7. Par.15. I hope that the shipping of produce this year will present fewer discrepancies than last - the tallying on the Corcovado was excellent, the ship's figures agreeing exactly with our own. In all probability we shall have to have a special tally clerk here soon; the Falkland's outward cargo has to be carefully tallied, and this cannot be done properly unless a man gives his sole attention to it. The foreman labourer has to direct his men and see that cases are properly handled and slung and it is impossible to do this and tally as well without one duty suffering.

8. Par.16. You will have learned that the Tallow was shipped by the Corcovado, which cleared everything we had, so that the question of its shipment by other methods now falls through. At the same time it is as well to have discussed them in case we find ourselves in a similar predicament in future, and I will endeavour to find out approximately what price the Buenos Aires people would pay per ton.

9. Par.17. The Port Howard skins were shipped by the Huanchaco at the same time as our own, and when the Gwen-dolin called there in December I told Captain Thomas to bring in whatever Mr Evans wished. Mr Evans wrote me on December 23rd "I should have liked to have got Tallow

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"away, but the Dip (large iron dip from Cooper Nephews) is on board the scow and tides are bad for landing same, and bad for loading tallow on a raft, so I am sending wool and the 2 bales Sheepskins and tallow can wait." Mr Mathews will appreciate the importance ~~of~~ to the station of having that dip delivered in December - it was far too bulky for the whalers, and Mr Allan would far rather have had a load of our own wool collected by the Gwendolin instead of sending her to Port Howard. If the J.L. Waldron Board complain of the non-shipment of Tallow you will be able to prove that we have done more for them than ~~far~~ they seem disposed to acknowledge

10. Par. 20. Our stock of stores is very heavy and at present I do not know what we can order in the way of rough goods for the first outward cargo boat. I assume that you are not over anxious to inform the general public about the outward cargo boats, and the sheep farmers will hardly have their lists ready yet; on the whole it seems doubtful whether we can get together sufficient orders to warrant the call of more than one steamer this year, that is to say, one in October. I will go into the question with the Storekeeper before next mail.

11. Par. 22. A copy of Mr Mantle's letter on the question of the extension of the Stanley Telephone has been sent to the Administrator, but he will not be able to deal with the matter for some considerable time. He leaves by this mail for Buenos Aires en route for South Georgia, and it is impossible to forecast when he will be back. In the meantime, Dr Pearce acts for him under a Dormant Commission.

12. Owing to the non-arrival of the supplementary mail from London of December 13th the forms of freight contract reached here only by the Oronsa. I was able to get a circular letter, copy enclosed, away by the West Falkland mail, and do not doubt that all will sign.

13. H.M.S. "Glasgow" arrived here on the 9th instant, and will remain until about March 5th. She will then visit Lived

459 per Oropesa (16.2.14) 5.

Island and Port Edgar,proceeding direct from there to Punta Arenas.

14. The West Coast Manager has telegraphed that the Flamenco will call here on March 10th for homeward produce, estimated tonnage 1500;

15. A copy of the inventory of the Lady Elizabeth is sent herewith, valued at £92.12. 0, which sum has been placed to the credit of Head Office.

16. The new boiler for the Smithy has now been placed in erect position, and we have only to ~~complete~~ the chimney to complete the installation.

17. The work of setting up the sawing machinery is progressing - we have to allow time for the concrete bed for the engine to set firmly before placing the engine. I hope to report by next mail the completion of this work.

18. Mills will hardly be able to see to the North Arm plant for some time, probably after having started the Canning machinery. As all the season's wool at North Arm has been pressed there is no great hurry for this; the mason has done the concrete work from the plans sent - this had to be done before we get frosty weather.

19. The Falkland arrived on the evening of the 5th inst. I regret that owing to the work of closing the annual accounts I am not able to send a full report or to answer your despatch fully on this subject, and shall be glad if you will explain to Mr Connell that I have only had time to acknowledge his letter. It was absolutely necessary after filling the bunkers to discharge the rest of the coal, and also the general cargo; decks had to be caulked, boiler blown down and thoroughly cleaned, and the holds also cleaned up before she could go round for wool. A statement is enclosed shewing each day's work. But the chief difficulty with which we are confronted is the contention of the Government that Section 92 of the Merchant

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Shipping Act of 1894 precludes Captain Saanum from being appointed Master, on the ground that he has no British Certificate. Until the 7th instant I had no inkling that any question would be raised, and was then informed only privately by Mr. Thompson, who had been told not to mention the matter. My application to the Registrar of Shipping, dated the 9th, was therefore a bare request that Captain Saanum should be put on the register. Three days later I was informed on the telephone that he could not be allowed to command the ship unless he obtained a British Certificate of competency, and I was invited to write officially again; hence my letter of the 12th. The Administrator has since appointed the navigating Lieutenant and another lieutenant, of H.M.S. Glasgow together with the Harbour Master, to be an examining Board, and if they are satisfied Captain Saanum will be given a provisional certificate similar to that given in the United Kingdom in the case of a home trade passenger ship. Furthermore Captain Saanum has to apply for naturalization here. The examination is to be held today, and I hope to hear something before the mail leaves.

You will readily understand that with this question hanging over my head for the last week, coupled with the necessity for finishing up the accounts for last year, I have been quite unable to go into questions of detail relating to the steamer. The P.S.N.C. wrote on January 9th asking me to telegraph at once on the receipt of their letter (21st) stating what space we required in the steamer for the March sales, but I delayed telegraphing until the 27th; knowing that so many clients would be dissatisfied unless they have some wool home for the next sales I deemed it advisable to

459 per Oropesa (16.2.14.) 7.

ask for 1500 tons space (roughly 1800 bales), and on the 29th I received a reply that the "Flamenco" would call about March 10th for that quantity. If I am prevented from getting the Falkland away in the course of a few days it will be disastrous all round; at the present moment we have only a little over 400 bales here towards this.

I am,

Sir,

Your obedient servant,

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ENCLOSURES

DUPLICATES, (Originals per Corcovado, 26th January)

Despatches No. 457

Statement on Accounts

Specification and Bills of Lading per Corcovado.

ORIGINALS.

1. Store Indents No 481
2. Remarks on Stores and replies to Remarks
3. Darwin Harbour Indent to Mann, Myers & Co.
4. Coasting Insurances
5. Insurance on Produce Return
6. Copy of Lady Elizabeth Inventory
7. Copy of Whaler "Skjoldo" Account
8. Signed Contracts for shipping produce from G.J. Felton, G. Bender, and B. Browning.
9. Original Agreement with David Hewitt
10. Marco Polo. Original voucher for £13 paid to labourers
11. Copy of corres. with Registrar of Shipping re appointment of Master of "Falkland".
12. Copy of corres. with Captain Poole re "Falkland".
13. Copy of letter to PSNC Valparaiso, Jan. 30 and Feb. 4
14. Copy of corres. with Colonial Secretary re Darwin Telephone.
15. " " PSNC Liverpool re fine of 25/-
16. Copy of letter to Administrator re Stanley Telephone Exchange.
17. Copy of circular letter to Clients re contract for shipment of produce.
18. Copy of corres. with Chr. Salvesen & Co.
19. Mr Allan's letter to Managing Director
20. S.S. "Falkland". Tabular statement as to work on
21. Remarks upon Accounts.
22. Statement upon Accounts
23. Copies of telegrams received and dispatched.
24. Letter for F.E. Cobb Esq.

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ENCLOSURES, continued.

25. Specifications:-	Wool.	Skins.
F	181	16
E H	621-646	
W C	520-549	2
N A	731-927	

Oropesa

17th February

14.

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Sir,

I regret to say that the Marine Board appointed by the Governor to examine Captain Saanum reported yesterday that they were unable to pass him; Captain Saanum has had no time for preparation, and in addition to this was very unwell yesterday; the examiners quite recognised this and informed the Administrator that he ought to have at least two weeks' interval to enable him to read up. Lieut. Portman, the Navigating Lieutenant of H.M.S. "Glasgow", very kindly offered to coach him, and I am sure that the Administrator and the examiners are quite anxious that he should get through all right. I will telegraph you the result in a fortnight, using the word "SOPESARES" (to mean, "Saanum passed"), and "SOPESEMO" (to mean "Saanum failed".)

Seeing that we are pledged to ship 1800 or so bales on March 10th by the Flamenco the only course open is to let Captain Thomas take the Falkland for a trip or two, and I propose to send her away as soon as possible to bring wool from Port Howard, (say, 200 of J.L. Waldron's and Packe Bros' clip from there), filling up at Greenshields' and Pitaluga's in order to get some wool for the April sales from as many clients as possible; Mr. Felton has bought some rams from Port Howard, and this call at Salvador enables us to land them for him. After that we ought to be able to clear Choiseul Sound including, possibly, Lively Island. We shall have to let the Falkland have the Gwendolin's

F.E. Cobb Esq.

Managing Director.

London.

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two boats for rafting off wool,- the scows purchased from Salvesen are at New Island and Weddell, but in any case are not suitable for getting wool off,- they hold seven bales each, and are cranky at that. You have described rafting by boats as "primitive",- it may be so, but it is decidedly more effective for we are able to carry 16 bales each trip, and the slinging of the bales is much easier when they are piled up on the spacious platform of a raft than when cramped in a small space in a scow. By using a raft Captain Thomas was able to get 152 bales on board the Gwendolin at Walker Creek in six hours.

It is necessary to consider what is to be done in the event of Captain Saarnum failing to pass; you will no doubt wonder how it is that he was allowed to run the "Columbus" without a British certificate, and I am informed that the Board of Trade gave Messrs. Salvesen & Co. a special permission to run their vessels, which are under the British flag, with Masters holding foreign certificates. If this is so Messrs. Salvesen & Co. would no doubt inform you how that exemption is to be obtained, and I trust that you will be able to secure the same for the "Falkland". In any case it would be a great advantage for the certificate which would be given to Captain Saarnum would be only provisional and for coasting round the Islands merely. If the Falkland had to go to Monte Video or Punta Arenas he could not take her under that certificate.

I mentioned to the Administrator that it might end in our contemplating putting the vessel under the Norwegian flag, adding that you would be very averse to so doing,- it would have some advantages, for instance

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the law can compel us to give 24 hours' notice to the Shipping Master if a member of the crew has to be changed, - I do not say that it is always insisted upon, but the Shipping Master can do so, and it is regarded as a favour if the notice is dispensed with. More than one of the men commanding the small whalers have applied for the post of Chief Officer on the boat, - they are very capable men, and by now know the coast, so that if the Falkland were under the Norwegian flag we should stand a chance of getting a Mate on the spot in case of necessity. On the other hand the Government would probably be averse to paying a mail subsidy to a vessel sailing under a foreign flag.

I do not know who has raised the question of the British certificate, but think that the Merchant Service Guild may have had something to do with it, - I have received information that it has not been raised by anyone in the Islands, and am glad to know this; otherwise one might have suspected that it was the work of some enemy of Saanum.

I have written only a short letter to Messrs. Lowden & Co. by this mail, copy enclosed, and trust that you will explain matters fully to Mr. Connell, - until the question of who is to be in command is settled one cannot get the boat into proper order, and the collection of wool is very urgent. I will assume, for the present, that, as in the case of the Columbus, all reports, etc. as to the Falkland and her work are to go through you; the position is not, however, quite the same, as Captain Saanum reported direct to Messrs. Salvesen. If you wish us to correspond direct with Messrs. Lowden & Company you will, of course, let me know, and duplicates of the same could be sent to you. I hope that we shall avoid duplication of

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correspondence, as we did in the case of the Columbus.

I have kept this open as long as possible, - the mail steamer will arrive in an hour or two, and as the Administrator is leaving in her for Buenos Aires I shall have to go on board.

I am,

Sir,

Yours obedient servant,

ENCLOSURES.

Copy of letter to W. Lowden & Co. February 16th.

" " P.S.N.C. Liverpool with copy of Account.
Shipping Report.

Memo re Dr. Wace's order.

Copy of telegram despatched.

Copy of letter to Registrar of Shipping, February 17th.

Opere Copies of correspondence re S.S. "Falkland".

Statement on Accounts.

ORONSA

18th March

14.

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Sir,

I beg to acknowledge the receipt per Oriana on the 4th instant of your despatch No.1129.

2. 1129-3. We will keep a careful account of the expense of loading the Falkland for a few trips, and strike an average. At present there is an accumulation of outward cargo later, this will be less, and you will of course know that the cost of stevedoring a large quantity is relatively less than for a small amount.

3. Par.4. We think it as well to ask you to send by the cargo steamer about 50 Barrels of Royal Daylight Oil. Although the cost may be $\frac{1}{2}$ d per gallon more than the Rock, it would be safer to have the brand used by Fielding & Platt. The flash point, 81, is low, and it is to be hoped that the P.S.N.C. will not refuse to carry it on that account.

4. Par.5. It will be as well to practise coding some messages according to the plan suggested by Mr Goddard in your letters of March 10th 1911 and October 16th 1912, in case we have some telegrams in the future which must be kept secret. I will get Mr Girling to code some and pass on to Mr Goddard.

5. Par.7. The amount of compensation that would be awarded to Mrs Neilsen under the Imperial Workmen's Compensation Act amounts to the full £300,- I propose to settle all accounts and ask the Colonial Government to take over the

F.E.Cobb Esq.,

Managing Director,

London.

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balance, if possible, and disburse it for her benefit. It would never do to hand it to her as she is a most thriftless woman.

6. Par.12. I am glad to be able to send you a further batch of signed freight contracts, which include most of the larger clients. Mr Luxton, Manager for Messrs Dean & Anson, asked whether Managers would be allotted any shares in the Transport Company, and gave me to understand that he and others had talked over the matter, and the question was put by him. Mr Greenshields would like to have 100 shares, but I fear that his application will be too late.

7. Pars.13 and 19. It seems to me to be quite impossible to forecast whether whaling will continue to be profitable for any length of time. Some Captains say three, others five, and again others ten years - one said that they are so thick in South Shetland waters at times that he has had to steam half speed through them! ! ! As regards mail contract, it was necessary to do something quickly - the whaler "Foula" came in on the evening of the 6th and was leaving next day. That morning I managed to see the Administrator for ten minutes and arranged that the Falkland should take out the next mail - this had to be settled at once in order that the Manager at New Island might be advised by the Foula that he need not send in another whaler for the next mail. I said that we could hardly take over the contract as it stands on account of clauses 5 and 15, and that probably it would have to go into the melting pot later. But I gathered from the way Captain Dickson spoke that as they had a contract for the service at £600 per annum until next November, when Messrs Salvesen's notice expires, they will not pay us at a higher rate, and we shall probably have to be satisfied with £600 until the time arrives for making a new contract. At any rate, in view of the suggestion that the Government might run a steamer of their own to carry the West Falkland and South Georgia mails, it is as well not to press for

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more at present, but to get what we can.

8. Par.14. I showed Captain Dickson the copy of your letter to the Admiralty; but he has not received any reply from the C.O. at present.

9. Par.15. In view of the good news communicated by your telegram of the 5th as to the wool markets the loss of the sales by the Corcovado may prove beneficial. Copy of further corres. with the West Coast Manager as to reserving space is sent; I shall not pursue the subject, as it is hopeless to continue the argument. I do not know whether Mr Pearson thinks the coasting steamer runs on a scheduled itinerary like a railway train and that we know two months ahead what marks will be collected. It must be either that, or he must think that we ought first to collect say a thousand bales or two, and then inform him of the marks and quantities, leaving it to his pleasure to send a steamer. At this rate we should always have 1000 or 2000 bales on hand here, for whilst he is sending a steamer for one lot, we should have collected a second shipment.

10. Par.16. The schedule of insurances will be carefully scrutinised and returned to you with plans as soon as we can complete it.

11. Par.17. I am glad to learn that the Directors approve the principle of paying the Foreman Carpenter a fixed all-round wage, instead of allowing him to charge £1 per day on shipwork. Of course, as you say, some of his arguments will not hold water, but it was up to him to make out the best case for himself. I have not had time to go into figures, but think that £200 per annum would be a fair salary. The Foreman Blacksmith receives £192, and there is no liability for passages in either case. The responsibility of the Foreman Carpenter is greater than that of the Blacksmith, for he has more men working under him, and the value of the materials for which he is responsible is much greater. In

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putting up buildings or repairing them, an extravagant foreman carpenter might let us in for very heavy expenditure. Biggs' training under Johnson was excellent in economy of material.

12. Par.20. The Glanogwen fiasco is very unfortunate, but the Company have sent out many vessels at different times and we cannot expect always to get through without a hitch. As you say, this is the last time we shall attempt to purchase a small vessel for a lighter; it is advisable to go into the question of a steel or composite one. We can never tell when an accident may happen and ought to take steps in the matter without delay and get a steel lighter put together whilst we have McNicoll, who is capable of doing the work. As you contemplate sending large cargoes twice a year we must increase our lighterage capacity to enable us to take delivery of it. I will go thoroughly into the question before next mail and submit plans of what we think would be the most suitable type of vessel.

13. H.M.S. "Glasgow" left Stanley on the 5th instant; draft on the Acct. Gen., H.M. Navy for £420. 7. 7 for provisions supplied is enclosed.

14. Mr W.S. Williams has informed me that the Trustees of the late Mrs C.H. Williams have decided that the style of the firm in future will be Messrs Williams & Company.

15. Captain Dickson returned from Buenos Aires in the Oriana - on arrival there he found that the Compania Argentina de Pesca had cancelled the sailing of their mail steamer to South Georgia. They have however ^{undertaken to} allow this vessel to call here on her next trip (about two weeks hence) in order to take Captain Dickson down.

16. We have raised steam in the new Smithy boiler and find it excellent in every way. The shed for the Sawing Plant is practically completed, but owing to Mills's

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absence at Goose Green we have not yet been able to set up the benches and start sawing.

17. On reading over the proposed contract with the PSNC it seemed to me that there are some points which are so important that I took the responsibility of asking you by telegram to defer signing the same. These points are

1. The large quantity of outward cargo (1200 tons) guaranteed to be shipped twice a year by intermediate steamers
2. The difficulty of taking delivery of so much at one time
3. Withdrawal of undertaking to send steamer to Darwin
4. The clause in the contract absolutely debarring the "Falkland" from any trading except coasting work here.

(1). I think that 600 tons of general cargo and 600 tons of coal twice a year is too much from every point of view, and to facilitate the consideration of this question we have prepared tables shewing our total tonnage imported in 1912 and 1913. From that you will see that the balance left for importation by each mail steamer would be only a little over 40 tons; the figures are based on the imports of the last two years, and we must not overlook the fact that our importations last year were unusually heavy owing to the Darwin Buildings, machinery and fencing materials. We should be compelled to order very large quantities of provisions and materials and our warehouses would be terribly congested. At the present time we have large stocks of building materials, canning materials, fencing and coal, in fact our stocks are high all round, and it is really out of the question to order anything like the quantity for a cargo steamer in April.

(2). The difficulty of taking delivery of 1200 tons of cargo from one steamer and consequent expense would be very considerable indeed. We have stored in the hulks at the present time, as follows:-

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J.P.Smith,	400 tons Coal, (steam)
Praecis,	140 " " " and a quantity of Dip.
Fleetwing,	90 " " (house)
Capricorn,	all the "Falkland" coal, oil, engine stores, and clients' fencing and telephone poles.

The J.P.Smith, when caulked, would no doubt take another 200 tons of Coal. It would not be safe to put any more weight in the Praecis, if we did we should probably have a lot of pumping to do - unsatisfactory and expensive. The Fleetwing should be retained for the storage of house coal; for shipment round to clients we must keep some afloat. It follows that at present we could not take delivery of so much as 600 tons of coal, in fact we do not want it. There is enough of both steam and house coal for all requirements until the end of this winter, and very probably longer. As regards general cargo our lighters and schooners between them would probably take just about 600 tons, but not more. We should be compelled to reserve two for outward mail cargo, and we generally place cargo for the "Falkland" in one so as to be all ready and not delay her in Stanley longer than possible. But in addition to this question of lighterage, it would be most inconvenient, and therefore expensive, to have to store so much in the warehouses ashore. Even the insurance question comes in, and if we had the misfortune to have a fire, it would be pretty sure to take place when the warehouses were very full. I feel that I cannot urge too strongly that we ought not to be asked to guarantee so large a quantity as 1200 tons, and think the figure should be reduced to 800 or 900; if we are able to order more, so much the better, for we shall do our utmost to obtain the fullest advantage of the lower freight. Will clients and the general public participate in the general reduction? I assume not, for in that case we should not reap the relative advantage corresponding to the amount of our business with the PSNC.

(3). I understood that one of the principal inducements

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for contracting to give the PSNC all our outward cargo was their undertaking to land at Darwin direct when required. This has been one of our chief reasons for chartering sailer as we could save the cost of handling at Stanley, and, what is more important, the deterioration which coal suffers from every handling. This goes far towards spoiling the essence of the scheme as originally discussed.

(4). The fourth clause in the proposed contract debars us from carrying any cargo in the Falkland excepting coastwise. This, in my opinion, ties us too much - we do not want in any way to compete with the PSN steamers, but we ought to have some freedom. There is a constant demand for wood from Punta Arenas and the PSNC have just lately raised the freight from 30/- to £3 per 1000 feet super, or from say 15/- to 30/- per ton measurement. We shall probably have to send the Falkland there to go on the slip, and in the ordinary way would bring back a load of wood to help pay expenses - or if we send her to Monte Video she would bring down say Flour and Corn. But this clause would bar that. After all, it would make no difference to the PSNC if we brought a cargo of timber for the Punta Arenas shipowners have to find work in the winter for their steamers, if possible, and it pays them well to send a cargo of wood - it will pay still better now that the PSNC have doubled their freight, and it is evident that no one will freight over any quantity at the PSN rates. By debarring us from getting any in the Falkland therefore, they are not doing themselves any good, but are benefitting Sany Point shipowners at our expense - "Dog-in-the-Manger", in fact. Again, we used to be able to sell a number of rams at 25/- per head, but now they have raised the freight on these from 3/- to 9/- we lose that trade - it might pay us to send over a number and bring back wood. I had hope, if we continue canning, to send the Chilians back direct from

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8.

Goose Green to Punta Arenas in the Falkland; if the canning is over just after an outward mail leaves, we should have to keep them idle for say three weeks - furthermore, we might avoid having them in Stanley at all.; people here do not like housing them and it would relieve us of a great anxiety if they could be sent direct. There is yet another contingency - it is not inconceivable that there might be a salvage case on the Coast in which we could take a share - the clause as it stands would preclude that even. I hope that all the above will be taken into consideration, and that you will have the clause modified to enable us to have some freedom of action. As I have said, we do not want to compete with the PSNC, and that could no doubt be made clear without tying us so completely.

18. Weiss left for Punta Arenas last mail to engage men for the Canning, and Mills has been to Goose Green, to inspect and overhaul all machinery.

19. We are sending by this mail Captain Thomas's diary for 1912, the Engineer's diary, and the logbook of the Samson. It is necessary to explain to Mr Ince that as the Samson is merely a Harbour tug, her crew do not live on board and are not by any means exclusively employed on the boat. The Government authorities here insist upon their being properly signed on Articles, and they are all down at 1/- per month, the regular shore wage being paid weekly. Under these circumstances one cannot keep a daily log of the boat and our Marine Superintendent and Chief Engineer, who are Master and Engineer respectively of the Samson keep daily diaries, in which an account of the work and position of the tug are incorporated with that of their other duties. You will see that when the Samson is away from Stanley the ship's log is entered up in the usual manner

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9.

A certificate from the Harbour Master as to the Samson and Plym is enclosed herewith; Captain Smith demurred to the wording of the last sentence as drafted by Mr Ince as it might have been construed as stating that there was no other vessel in the harbour but the Samson capable of beaching the Marco Polo, whereas he had himself suggested (see copy of Captain Thomas's log) that one of the whalers might have been requisitioned. Captain Smith has added a paragraph as to the force and direction of the wind; coming from any official this will no doubt be more valuable than a quotation from our Marine Superintendent's Diary.

20. There is no doubt that the Falkland, although not the ideal steamer for this work, is a very long way ahead of the Columbus; her carrying capacity and accommodation leave nothing to be desired. Minor defects and omissions must be remedied as opportunity occurs, and it is unfortunate that we have been compelled to spend so much on her already, but she had to be made watertight and fit for the work, and one pound spent now will save two in the future. You will hear nothing but praise for her from people in the Falklands, and I can safely leave that part to others - my duty is, unfortunately, to report defects for I have to explain and justify the expenditure on her.

Draft of Water. Is really very inconvenient. Owing to the machinery being aft she draws when quite empty 13' 6" aft and 4' forward. When loaded and the forepeak filled with water she draws 12' 6" aft and 8' forward, but on outward voyages from Stanley she will have as a rule very little cargo. We must therefore always fill the forepeak and also stow some ballast right forward to get her into anything like trim. We may be able to recover some kentledge from the Hornet wreck later for this purpose.

Carrying Capacity. Is much in excess of that of the Columbus namely, 620 bales as against 420.

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Re-measurement. Messrs Lowden & Co. asked me to have her re-measured here as soon as possible. I wrote to the Colonial Secretary, as per copy enclosed, but up to the moment of writing have had no reply.

Speed. Neither Captain Thomas nor Captain Saanum have as yet been able to get more than 8 knots out of her, and the average speed is much lower. This may be due to the desire of the Engineer to economise coal, the necessity for which we all recognise, but there are times when more power is required. We understand that before leaving England the cylinders were bushed, but as you say she ~~did~~ did 9 knots on the passage out we ought to be able to get this speed here, for the bottom cannot have become so much fouled in that time as to reduce the speed from 9 knots to 8.

Decks. You will have learned from Captain Poole that the decks were very leaky, and we have had to caulk them all over; we hoped to avoid removing the covering board and "nosing" on the Bridge deck, but fear that we may yet have to do this to make her watertight. Water still leaks into the cabins and on to the electric light switch box in the saloon hatchway, making it impossible at times to use the electric light.

Saloon. Several of the fastenings of the saloon chairs broke away altogether on the voyage out, and we have been obliged to refasten all; the screws were screwed only into the composition which is not solid enough to hold them. We therefore had to drill through the iron deck underneath to secure a hold. We think that we had better not use the steam radiators for heating the saloon and cabins. The steam supply for these is drawn from the steam pipes on deck which feed the winches. Warmth is required more at night especially in the winter time, and if steam has to be kept in the

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11.

Winch pipes at night it means keeping the donkey boiler going all the time and using up a lot of fresh water. Moreover, there is a great risk of the steam pipes on deck freezing, and consequently bursting. By closing up the door to the Saloon on one side we should be able to put in a small stove - this will be an economy in every way.

Store Room. Several of the stores have become spoiled by the coal dust which has come through the wooden bulkhead dividing this from the hold. The boards are all $\frac{1}{2}$ " apart and we think that it will be economical to cover it all over with thin iron to keep coal dust and dirt out. It is not necessary, nor is it a good plan, to keep all provisions on board the steamer, and we are therefore building a small store room in the hulk at the East Jetty for the exclusive use of the Falkland. She has to come alongside that Jetty every trip for water, and sufficient stores for the voyage can be taken then. The hatch to the store room is on the floor of the steerage which is inconvenient, and later on we will try and devise some means of keeping stores which are in constant use somewhere nearer the Saloon. Some place too must be found for keeping the linen. If we secure the mail contract we shall have to provide for the mails a separate place under lock and key, and the present store room ought to do for this. It might entail enlarging the hatch to enable mail bags to go down; if so, we should have a low coaming to keep water out. The steerage floor will have to be swilled out at times, and without a low coaming water is bound to get down.

Winches. Will not lift more than 12 cwts at a time on single purchase. We had to rig up special falls for hoisting out the motor boat, and shall have to do the same again when lifting any heavy packages of cargo. If we find that we have to handle many heavy pieces we might suggest later on that a small barrel might be fitted to the forward

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12.

winch or a double purchase arrangement made, if possible. Heavy weights must always be stowed right forward.

Drinking Water. The only storage is a 400 gallon tank in the forepeak and 40 gallons on the boat deck, which is by no means adequate and must be increased. Were it possible, we would put another 400 gallon tank in the forepeak, but the hatch is only 2 ft. square. We must either place a 400 gallon tank above the galley, which would be convenient, or have one in the hold. The forepeak is kept filled with fresh water and the boiler supply drawn from it, but the Falkland requires so much fresh that we find we cannot keep the reservoir filled with rain water from the roofs. We therefore made arrangements to run water into the reservoir from the big drain down "Sheepskin Alley"; this is quite all right for boilers, but will not do for drinking purposes.

Scows. For the present we have had to lend the Falkland 4 boats suitable for rafting, 2 from the Gwendolin and 2 new 26ft boats that we had out by sailer some time ago. With these Captain Saanum can keep two rafts going all the time.

Bunkers and Coal Consumption. The bunker capacity of 50 tons is very disappointing, and it means that she has to coal every time she comes to Stanley. Everything has been sacrificed for space in the hold, and at present I do not see that anything could be done to enable her to carry more coal. The coal consumption will, we fear, be much heavier than that of the Columbus. The donkey boiler requires over a ton per day, and if we are to economise coal we had better use the electric light very sparingly, and as mentioned above, discontinue using the steam radiators in the Saloon. The Falkland had only 2 casks Paraffin when she arrived; this represented a month's supply for the Columbus, and we suggest that the order for Paraffin be increased to 20 casks. As winter is coming on more will be wanted. Captain Saanum asks me to mention that Salvesen & Co. always sent out Paraffin in iron casks or drums.

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13.

Crew. We fear that the Mate is of very little real use, but is indispensable as the M.S. Act requires that the steamer shall carry a certificated Mate. He cannot be trusted even to tally the cargo. The steward is of no use for this trade, and will have to be replaced as soon as possible. One fireman had to be discharged at Montevideo and another engaged; this latter had to go to the Cottage Home for some days as soon as the Falkland arrived, but is now back on board. If, however, one fireman were sick and the stokehold staff reduced to one only, the work could not go on, and I have therefore let them have another man from shore for the present. We cannot risk any stoppage now. The ABs are doing all right, but the boys are not of any use - in this trade you must have strong able-bodied men as it is a case of working cargo and boats practically every day. The Columbus had 9 sailors, a boatswain and mate, for it is impossible to work two rafts with less. Captain Saanum had to raise the wages of the ABs on the Columbus from £5 to the local rate of £5.10. 0, and fears that the same increase is inevitable on the Falkland.

First Officer. Two from the whaling steamers have already applied, and we should have no difficulty in securing a good man.

Passages. I presume that all passages for our own men will have to be charged in future - the Columbus used to carry our servants and Messrs Salvesen's free of charge, also Ministers of Religion, and possibly you will still allow free passages to the latter. The question of mail contract has been dealt with in an earlier paragraph.

As time is so limited, and I wish to avoid unnecessary correspondence, I am not writing direct to Messrs Lowden & Company. An extra copy of all matter relating to the Falkland is sent by this mail in case you wish to send the same to Mr Connell.

22. We are sending by this mail copies of all the remaining accounts current.

461 per Oronsa (16.3.14) 14.

23. I received on the 6th instant your telegram advising us of the rise in the price of wool, and was able to communicate the same to the Clients by the West Falkland mail which left Stanley shortly after the telegram arrived.

24. I should rather like to ask Mr Roy how he reconciles his telegram to you of November 13th with Messrs Buzzi's letter to me of December 4th. As he left Stanley at once for Port Howard I saw him for a few minutes only, but you will see from the enclosed copy of letter received from him that he expects to come in towards the end of this month. I am in some doubt as to the financial position at present:- on March 4th I received by the Oronsa your telegram dated February 18th "Have received £5000 from Buzzi", and on the 5th two telegrams by wireless, "When will Neuquen commence loading third voyage, and "No remittance received yet from Buzzi". I was able to get off a letter to Mr Roy by the W.F. mail which left here on the evening of the 7th, and he replied to that immediately, sending a messenger across in a cutter from Port Howard to San Carlos. On receipt of that reply on March 11th I telegraphed you that the Neuquen would commence loading on the 18th instant, and next day received a telegram from Messrs Buzzi dated Buenos Aires 11th "Have deposited £5000 your Company London. Credit Note goes Neuquen." I was hoping to receive telegraphic confirmation of this from you in time to send to Mr Roy before the 18th instant a letter agreeing to honour his further drafts. I imagine that your wireless telegram received on March 5th means that you had not received a second £5000, and that Buzzi's telegram of the 11th is to advise that they have now paid a second instalment. It seems to be all right, but I want to be quite certain that it is so. I am writing this on the 14th and if no telegram arrives from you tomorrow shall telegraph asking if you have received a second £5000. As you telegraph that you have "received" the money the question of my drawing on the Anglo South American Bank now falls

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15.

to the ground.

25. The Flamenco arrived on the 13th instant; you will see that 1500 tons space had been asked for, and Captain Martorell informed me that he had received very strict instructions to reserve quite 1800 tons, so that not a single "skin" should be left here. Mr Hobbs writes me that the Captain had orders to reserve all the room that we want even if he had to encroach on Punta Arenas space to do so, adding that we had "evidently" "impressed Valparaiso". She had really 1900 tons and we had about 1850 bales - seeing that the West Coast Manager had been so anxious that all our cargo should go, I thought that we ought to do our utmost to send her away full; the Falkland finished discharging 600 bales direct into the steamer this morning (14th) and left immediately for Berkeley Sound for another 800 in order that the Flamenco may not leave here with any vacant space. It will entail some expense in overtime, but I think this is justified under all the circumstances. Kindly let me know the exact measurement of this shipment, giving that of the S. & S. and T.R. marks separately. I ask for this information as further correspondence with Mr Pearson will probably take place and I want to be prepared. We have never been informed what the actual measurement of the Sorata's cargo really was.

I am,

Sir,

Your obedient servant,

P.S. March 16th. Your telegram advising a further credit of £5000 from Messrs Buzzi & Company arrived yesterday (Sunday), and therefore does away with the necessity for telegraphing to you as indicated in paragraph 24.

461 per Oronsa (16.3.14)

ENCLOSURES

Duplicates. (Originals per Oropesa, 17th February 1914).

Despatch No. 460

Store Indents No. 481

Remarks on Stores and Replies to Remarks

Coasting Insurances

Remarks upon Accounts

Statement on Account.

ORIGINALS

1. Copy of Stanley Cash Book for January
2. " " Journal "
3. Cash Voucher, West Store.
4. Store Indents No 482.
5. Remarks on Stores and Replies to Remarks.
6. Coasting Insurances.
7. Insurance on Produce Return - A.E. Felton.
8. Copy of letter to E. Pinto Basto & Co.
9. Copy of corres. with Mr James Roy.
10. " Chr. Salvesen & Co.
11. " PSNC, Valapraiso, re measurement of cargo.
12. " Henry Waldron, re signing contract.
13. Copy of letter to Registrar, re registration of mortgage of "Falkland"
14. " Colonial Secretary, re re-measurement of "Falkland"
15. Extracts from letters from Mr A.E. Felton.
16. Signed contracts for shipping from the followings:-
J.H. Dean, Geo. Bonner & Co. Ltd., Geo. Greenshields, A. Pitaluga,
W.D. Benney's Estate, Mrs Hansen, Mrs Geo. Scott.
17. Table of shipments in 1912 and 1913.
18. copies of telegrams received and dispatched.
19. Mr Allan's letter to Managing Director.
20. Shipping Report.
21. Remarks upon Accounts.
22. Statement upon Accounts.

ENCLOSURES (Continued)

23. Letters for the following:-

F.E. Cobb (2), B. Stickney, W. Stickney, L. Stickney, C.G.A. Anson.

G.A. Cobb, Exors. of H.H. Cobb, J.G. Goodhart, Capt. W.C. Poole (2).

24. Specifications:-

	Wool.	Skins.	Hides.
D.H.	3	4	
D & S	119	17	66
Triangle			
F B	90	7	
J.L.W.	325	14	
W.P.	49		
H.G.C.	99	17	
McG		7	

Under separate Cover:- Copies of Clients' Accounts Current.

ENCLOSURES.

North Arm Store Indent.

Supplementary Store Indent No. 432.

Copy of specification of shipment per Flamenco.

S.S. "Paikland" - Mortgage returned after registration.

" - Copy of letter to W. Lowden & Co.

Parcel receipt for case per "Flamenco".

Letter from D.R. Smith re bale of wool dropped overboard.

Marco Polo - Certificate from Harbour Master re salvage by Samson

Memo re Darwin Library Books.

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

Statement on Accounts.

Specifications:-

	Wool.	Skins.
J.B.	155	
S. & S.	104	2.
T.R.	139	1.

ORONSA.

March 18th

14.

462.

Sir.

The Oronsa arrived at 8.30 am this morning and will leave about midday.

2. The Flamenco left on the 17th with cargo as per specification and Bills of Lading. As mentioned in my 461-25, the Falkland was sent to Berkeley Sound to get wool in order that the Flamenco might leave with as little spare room as possible; she returned at 11 on the 17th instant with 246 bales of Wool and skins, which were discharged direct.

3. I enclose a statement from Mr Smith reporting that in rolling wool down the jetty one bale went into the sea, and was afterwards secured. This will be dried and re-baled.

4. The S.S. "Falkland" mortgage has been registered here and is returned herewith.

5. Mr Allan asks me to mention that he omitted to reply to your enquiry as to the possibility of averaging the weight of the Hoggett, Ewe and Wether wool. He explains that it is not possible to give accurate information as the pieces and bellies are all mixed up together to form a bale, and he is therefore unable to give exact information.

6. The Colonial Surgeon informs me that the Steward of the Falkland is suffering from pleurisy and recommends that he should be sent home. He goes by this steamer as a D.B.S.

I am,

Sir,

F.E. Cobb Esq.

Managing Director.

London.

Your obedient servant,

Oriana,
463.

April 13th 14.

Sir,

I beg to acknowledge the receipt of your despatch No. 1130 by the Orissa, which arrived on the 2nd instant.

2. 1130-6. Mr Buzzi Junior arrived here by the Orissa in order to discuss with Mr Roy various matters in connection with the live sheep trade. Mr Buzzi is very anxious to make different financial arrangements as the present system entails very considerable expense to them. He would prefer, I think, that we should draw here for the value of each shipment, but that would mean that the seller of the sheep would not be credited with the value until such drafts had been paid in London. It is, of course, too late to make any different arrangements for this season; as Mr Roy will be going to England again this year the question can be discussed and settled in London. Mr Roy was at Darwin for a couple of days and was able to see the class of our sheep going to Goose Green - Mr Buzzi has ridden over to the North Camp and will doubtless also visit Darwin. It is probable that they will be all the keener to get our sheep next year.

3. Par. 7. Messrs Lowden & Company wrote Captain Saanum full particulars as to the bonus but there is one point that should be made quite clear, namely that he is entitled to passages home for himself and family at the expiration of three years. This was mentioned in my 453-8. There is also the question of the house which he occupies - the rent of

F.E. Cobb Esq.,

Managing Director,

London.

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3.

this, \$24 per annum, was divided between Messrs Salvesen and ourselves, but should now I take it be charged in full to the Transport Company.

4. Par. 10. The reluctance of underwriters to meet the cost of Samson's repairs is disappointing, and makes one wonder why we have paid such a large sum in premiums since her arrival. Most of the time she is lying at anchor, and when running round the Harbour the risk is very small indeed.

5. Para 11 & 24. I propose to write to the Government here suggesting that they should have a fixed rate per word for wireless telegrams:-- at present the charge is, Stanley wireless 6d per word, Montevideo charge for landing 10 cents per word with a minimum of 1 dollar, and they charge 3/7 per word for the Cable Company. On this scale the cost varies from 5/6 per word for a message of 3 words to 4/6 per word for 10 words or over. But I do not understand why they should charge 3/7 per word for the Cable Company, whose tariff rate is 64 cents, or 2/9.

6. Par. 12. I was somewhat disappointed to read that you regarded the collection of produce by the Samson and Fleetwing as an expensive way of working. The return freight should give a handsome return to the tug and hulk.

7. Par. 14. All that you write as to Mr Moir is absolutely correct. Seeing that he had to go home last year on account of sickness before serving his full term of five years he hesitated to ask for any assistance towards passages and is very grateful indeed. He particularly asks me to convey his very sincere appreciation to the Directors for this spontaneous gift.

8. Par. 15. When Captain Saanum returns from the West I will ask him to let me know what Salvesen's really did write about the mail contract. I have now obtained a copy of their letter to the Administrator; they did not write that we had agreed to take it over, but said that we should probably be compelled to do so. The reply which the Administrator is

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sending by this mail bears out what I wrote in my last despatch (461-7) that so long as they can command a mail service at £600 a year with safeguards in the event of a breakdown they will not enter into a contract with us which does not provide equal safeguards and moreover give us a larger subsidy. The practical effect of Captain Dickson's letter of April 3rd to Messrs Salvesen is that they are allowed under Clause 23 to cede or assign the contract to us, and that the "Falkland" is an "approved" vessel within the meaning of clauses 3 and or 15. It is unfortunate that a new contract could not have been arranged before Mr Allardyce's return, but by November next, when Salvesen's notice expires, we may have a new Governor altogether.

9. Par.18. The Glanogwen is indeed a tale of woe, but if she is so bad as the survey describes, namely a mass of rot from stem to stern, it is fortunate that it was discovered at home. The condition of some of the sailing vessels that have put in here for repairs has often made us wonder what sort of surveys can have been held at home, and I am glad to hear that you are taking steps that will expose someone. I wrote last mail that we had better go into the question of a steel lighter without delay and will enclose a separate memo: on this, sending if possible a plan of what we should like.

10. Par.21. We hope to be able to land some of the wood from the Lady Elizabeth, but the difficulty is to know where to store it. As winter is coming on it must be under cover. Mr Allan requires a large quantity of lining, but this will not be get-at-able until a lot of the heavier timber has been moved. The completion of the Sawing plant is delayed owing to the necessity for Mills to be at Goose Green.

11. Par.23. The share certificates have been sent round, with the exception of Mr H. Waldron's, and we are advising payment for the same by this mail. I have asked Mr Waldron

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to send me his cheque on London, informing him that the certificate will be sent in exchange for the same. Mr Greenshields wished to have 100 shares and Mr Luxton, Manager of The Chartres also wished to have some. If Mr Greenshields is allotted 100, there would be 90 left of the 1000 reserved, and Mr Luxton would like to have these if possible.

12. Since writing paragraph 11 of my despatch by last mail I have gone into the amount earned by the Foreman Carpenter during the last five years and find that this has averaged \$248 per annum. Biggs urges that he should receive a standing wage of not less than the amount paid to Captain Thomas, \$225 per annum; this figure does not by any means represent the total amount which Captain Thomas earns, as it has been largely supplemented by salvage awards. As pointed out in my last despatch, Biggs has a good deal of responsibility in the way of the number of men under him, and in having to keep stock and account of so much material. He knows exactly what to stock and is economical in the use of material, and on the whole I shall be glad to hear that the Directors will give him \$225 per annum.

13. Several whaling companies have called here on their way from the South, and accounts and drafts will be found ⁱⁿ enclosed. The Companies operating at South Orkneys have not done very well, but those at South Shetlands have had large catches. The S.S. "Harpon" called in here on the 4th instant on her way from Buenos Aires to South Georgia for Captain Dickson and left the same day.

14. Mr Allan will no doubt write you on the question of an Engineer for Goose Green. There was no difficulty whilst Johnson was there, but during last winter he had an accident to his eye, went to Buenos Aires and eventually to England. We hoped to have scratched through with Redmond, but he does not feel equal to the responsibility and there was nothing for it but to send Mills out for the season. I must admit

463 per Oriana (13.4.14)

5.

I do not like trusting the Samson to May who was "exchanged" with the Government when Baseley left, and hope that you will agree to having an Engineer on the Farm if we continue canning. I think that a man could be got from the Coast, but until you have decided the question of canning for next year, it would not be worth while to take any steps in the matter.

15. The Administrator sent the Colonial Engineer to see me with reference to the question of the extension of the Stanley Telephone. The matter is complicated by the fact that the Camp lines which have earth returns are coupled up to the switch-board which provides metallic circuits. Mr Baseley will draw up a full explanation, but as Governor Allardyce is returning, he will probably deal with the question himself and we may not hear any more about it.

16. We are going into the question of revision of insurances as instructed in your despatch 1129-16, but may not be able to send the same by this mail. You have the plans of North Arm and Darwin Settlements which were sent home in 1904 and one of Goose Green made by Mills. As regards Stanley I have a tracing made of the plan of the Town; the Royal Insurance Company, Liverpool have a copy and if the original is required at home this could no doubt be borrowed from Liverpool.

17. I beg to tender to the Board my sincere thanks for their telegram allowing me to take three months' leave of absence. Just at present I do not wish to leave the Colony and propose to avail myself of the permission by going to the West Falkland as soon as the mail has left. The Falkland has to go to Chartres and Spring Point, calling at Pebble Island to land stores, and I will go round in her, remaining on the West Falkland for some time. I may not therefore be back in Stanley when the next homeward mail leaves.

I am, Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES. (Originals per Oronse, 18.3.14.)

Despatches Nos. 461 & 462.

Copy of Stanley Cash Book for January.

Copy of Stanley Journal for January.

Store Indents Nos. 482.

Remarks on Stores and Replies to Remarks.

Coasting Insurance.

Table of Shipments in 1912 & 1913.

Mr Allan's letter to Managing Director.

Remarks upon Accounts.

Statement on Accounts.

ORIGINALS.

1. Copy of Stanley Cash Book for February.
2. Copy of Stanley Journal for February.
3. Cash Voucher, West Store.
4. Store Indents Nos. 483.
5. Bertrand & Felton's Indent.
6. Mr Packe's Indent.
7. Darwin Harbour Indent - Mann Byers & Co.
8. Remarks on Stores and Replies to Remarks.
9. Coasting Insurances.
10. Insurance on Produce Return - H. Waldron.
11. Signed Contracts for shipping from H.J. Pitaluga, Morrison and
Grant, Henry Waldron, A.F. Cobb.
12. Establishment Wages Return to March 31st.
13. Bethval Whaling Company - Copy of Account.
14. Thule " " do.
15. Normanna " " do.
16. Hektor " " "
17. Ordinances Nos. 6 & 9 of 1903 and 5 of 1908 for Mr Bogen.

18. Copy of Corres. - Chr. Salvesen & Co. & Colonial Secretary.
19. Copy of letter from Chr. Salvesen & Co., March 18th. Feb. 20.
20. " to W. Lowden & Co., April 9th.
21. " to F.S.W. Valparaiso March 18th.
22. Legislating Council. Mr Harding's Notes on Aliens Ordinance.
23. Copies of Telegrams.
24. Steel lighter. - notes on with alternative plans.
25. Mr Allan's letter for Managing Director.
26. Copy of Dr. R.H. Wade's Agreement.
27. Shipping Report.
28. Remarks on Accounts and replies to Remarks.
29. Statement upon Accounts.

ORISSA.

11th May 14.

464.

Sir,

Mr Harding wrote last by the Oriana, which left here on the 16th ultimo, and the next day left by the "Falkland" for the West Falklands. At the time of writing he has not returned, and in pursuance of his instructions I have to acknowledge receipt on the 30th ultimo of your despatch No. 1131 per Oropesa.

2. 1131-10. Objection to the general public being informed of the fact that cargo boats are to call here at regular intervals was based upon the assumption that the rate of freight would be lower, an advantage which we do not desire to see extended to competing storekeepers. At the present time there only remain 20 tons of the coal discharged into the Capricorn from the Falkland, and the last bunkering of the steamer - when she took 26 tons - was done from our stock in the J.P. Smith. It seems, therefore, that the first cargo boat from Liverpool may well bring a good supply of coal, for the Falkland consumes something like 70 tons per month, and by the time this consignment arrives she will have drawn considerably upon our stock.

3. Par. 10. The Registrar of Shipping received a letter by last mail from the Board of Trade, and Captain Saanum was told by Messrs Salvesen & Company that they are prepared to place the services of their Solicitors at his disposal for the purpose of asserting his rights. There the matter rests for the

F.E. Cobb Esq.,

Managing Director,

London.

464 per Orissa (11.5.14)

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time, but I believe that I am correct in saying that the Registrar of Shipping claims that responsibility in regard to not signing on Captain Saanum was taken out of his hands and assumed by the Administrator. Mr Thompson's position is that he reported to the latter the application to be signed on, and that he heard nothing further officially until he received a certificate from three Naval Officers to the effect that Saanum had been granted a British Certificate. You are aware that owing to the late arrival here of the Falkland Mr Harding was anxious to get her to work without the loss of a single day, and as it was difficult to maintain discipline and secure early readiness for the collection of produce without a permanent Master being in charge he was very desirous of having Captain Saanum placed on the Register at once. He had consultations with Captain Dickson on the subject, and I believe that he agreed to the course pursued rather as a matter of expediency than because he was convinced of its correctness. So far the Governor has made no move in the matter and it is more than probable that he is, at present, fully occupied with other concerns. In the meantime the work is proceeding smoothly, and there is time for the whole question to be threshed out. Captain Saanum has been granted letters of naturalization.

4. Par. 11. We are returning herewith the receipt for H.P. 127 bales wool. With reference to the shipment per Corcovado it is difficult to say where the difference occurs. We have the schooner receipts for 31 bales brought in by the Gwendolin; these were - unless an almost inconceivable error has been made - 15 WCM bales carted to the Jetty and 8 from the slaughter house. These were taken off by the launch and delivered direct into the steamer; and to the best of our knowledge they were tallied and agreed by the ship's officers. The hides to which you allude were shipped by the Huanchaco last December, and here again we have every

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reason to believe in the correctness of our figures. I have seen the foreman's tally book and this shews beyond any reasonable doubt that the numbers given on the Bill of Lading were ~~was~~ correct.

5. Par. 12. Your instructions as to shipments of meat this year are noted and will be carried out. Captain Jenkins' assertion that he was told that all the shipment per Sorata was for London is incorrect; what was probably said - although no recollection of it is retained - is that all the wool and sheepskins were to be delivered in London.

6. Par. 13. It seems a great pity that Messrs Buzzi do not make their financial arrangements a little further ahead, for the fact that their deposits are made without a margin of time has already resulted in considerable inconvenience to ourselves and some expense to them. On the occasion of the arrival of the S.S. "Neuquen", en route for Fox Bay for the loading of the fourth shipment we had received no confirmation of the further remittance having been made to cover the purchases, and Mr Roy was told that it was impossible to issue letters of credit until you had informed us that everything was in order. At Mr Roy's request I therefore sent you a wireless telegram on April 20th to the effect that the Neuquen was then in Stanley. Your telegram advising the receipt of £2300 arrived on the 21st, and the steamer got away at once - after a delay of one day. Mr Roy proceeded to Bahia Blanca in her, and before leaving said he would personally see that there should be no hitch in respect of the fifth load. Later, he wrote from Fox Bay saying that the vessel was taking her fifth load from Salvador waters, and asking that letters of credit might be sent out by his messenger leaving Stanley on May 4th. At that date no advice had been received, but on the 5th came a telegram from Buenos Aires to the effect that £5000 had been remitted, and on the 7th your confirmation thereof came to hand. In the meantime we had been obliged to

464 per Orissa (11.5.14)

4.

warn Mr G.J.Felton and Mr A.Pitaluga that no confirmation from you had been received, and that we were not in a position to meet Mr Roy's drafts. These letters were followed on the 7th by others saying that we would accept the drafts, and probably no harm has been done beyond the needless expense attached to sending out second letters and any injury which may accrue to Messrs Buzzi's good name. In Mr Harding's absence I could not contemplate acting in any other manner than according to the strict letter of the arrangement that we should only guarantee payment when we know the money has been deposited in London.

6. Par.14. We think there would be a ready sale for some of the ox tongues from Goose Green, and are inclined to retain a dozen cases. Fray Bentos tongues received by last mail cost $3/8$ per tin of 2 lbs, and we ought to be able to sell our local products at less than this and still shew a good return both for the Canning Factory and Store. If they sell freely in Stanley possibly we might take the whole consignment from Goose Green next year, when the output will be considerably smaller.

7. Par 14. The balance against the New Whaling Company at the end of the year was materially reduced by the payment to you on January 6th of £876. 7. 2. With reference to the other whaling Companies, although the balances at March 31st shew a considerable indebtedness you will naturally make allowances for the various drafts sent you last mail, including one of over £600 on the Normanna Company. We are enclosing other accounts for collection, at the request of the various Managers.

8. Par.21. Mr Allardyce returned by the Oropesa, and at the time of writing the impression exists that he desires to be agreeable; we hope it may be so.

9. A verbal message was sent here that 4 bales JLW wool had been lost at Port Howard by the swamping of a scow; we

464 per Orissa (11.5.14)

5.

shall probably receive the papers necessary to lay a claim by next mail, - I mention it now that you may, if you think well, inform Messrs John Hoare & Co.

10. The Oropesa brought a letter - copy enclosed - from the West Coast Manager to the effect that the Esmeraldas is to call here to lift the mails on July 22nd. As this date synchronises with the arrival of the mail from Europe it is not clear what the P.S.N.Co. intend, and the Valparaiso office also seem hazy on the subject.

11. You will be glad to hear that the Sawing Plant has been erected and that we have done some work with it. Everything seems satisfactory, and we shall hope shortly to get a quantity of wood ashore from the Lady Elizabeth.

12. The canning of sheep for the season was completed by the third week in April and a start was made with the cattle. Mr Allan found it possible to carry on without the Chilean labourers, so they were brought to Stanley and sent back to Punta Arenas by the Oropesa. They were in Stanley two nights, and we housed them on the Lady Elizabeth, where they were quite comfortable.

13. Nicholls goes home by this mail. He will call at your office soon after arrival, and give you full information as to his work at Darwin and Goose Green. He is much impressed with the quality of the wood from the Lady Elizabeth, and recommends that we should keep the lining for our own use, as he considers we can never expect to replace it at the price we are now selling. Mr Harding agreed that you should be asked to send out some 30,000 feet of ordinary match lining for sale, and we are accordingly indenting for this.

14. The Duendes arrived on the afternoon of the 8th, and we hope to dispatch her her tonight. Space was requested for 1200 bales, but it is probable that she will take considerably more, as we shall fill her up here. We are informed that the Huanchaco will arrive here on the 20th instant, but Captain

464 per Orissa (11.5.14) 6.

Chittenden of the Duendes informs me that it is highly probable she will be later than this. It is to be hoped that she will not miss the sales of July 7th; the possibility makes it imperative to get away as many bales as possible by the present opportunity. We shall hope to have the balance of our own wool from Walker Creek and North Arm for shipment by the Huanchaco.

15. On the 7th instant we received your wireless telegram framed under the private code, and had no difficulty in transcribing it with the exception of the second portion of the last word, which was evidently mutilated as the "Xchecks" proved. We understood the word to signify "steamer", and this would mean that instead of HIBUR the phrase should have been HILUR, a difference in one letter only.

16. The Governor informs me - copy of his letter enclosed - that he expects the "Ruahine" to call in here in November with Mrs Allardyce, and I pass the information on to you in case you might like to let any clients know of this opportunity of getting wools direct from New Zealand. We will circulate the information round the stations here.

I am,

Sir,

Your obedient servant,

464 per Orissa (11.5.14)

ENCLOSURES.

DUPLICATES, (Originals per Orissa, April 16th 1914)

Despatch No 463

Stanley Cash Book for February,

" Journal "

Store Indents No 483

Remarks on Stores and Replies to Remarks

Coasting Insurances

Stanley Wages Return, March 31st.

Notes on Proposed Steel Lighter.

Schedule of Insurances

Mr Allan's letter to Managing Director,

Remarks on Accounts and Replies to Remarks,

Statement on Accounts




Letter for F.E. Cobb Esq.

-----6 0 0 0 0 0 0 0-----

ORIGINALS.

1. Copy of Stanley Cash Book for March
2. " Journal "
3. Cash Voucher for February (March sent in error last mail).
4. Store Indents No 484
5. Mr Vere Packe's indent for Fencing
6. Remarks on Stores and Replies to Remarks
7. Ledger Balances, March 31st.
8. Camp Wages Return, March 31st.
9. Coasting Insurances.
10. Statement on Accounts
11. Remarks on Accounts
12. Shipping Report
13. Copy of letter from PSNC, Valparaiso, 22nd April
14. " to " 30th April
15. Copies of Telegrams received and dispatched.
16. S.S. "Falkland" - Itinerary.
17. Mr Allan's letters to Managing Director.

18. Governor Alhardyoe's letter to W.C. Girling re "Rushins". (Copy)
19. Copy of letter to Pinto Basto.
20. Account for collection -- Ornen Whaling Company.
21. " " -- Odd Whaling Company.
22. " " -- Hvalen Whaling Company.
23. " " -- Norge Whaling Company.
24. " " -- Nor Whaling Company.
25. " " -- Laboremus Whaling Company.
26. " " -- Southern Whaling Company.
27. Letter for F.E. Cobb Esq.
28. Letter for R. Blake Esq.
29. Specifications:-

	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
H.&B.	220	7	40	
L.	234			
D.&S.	7	3	5	
 P.H.	52			
 O.H.	94	5		
 F.B.	8			
Heart.	223	10		
S.	129	13.		
A.P.	175	4		
W.P.	49			
B.	79	12		5
Z.	388	20		
J.L.W.	11	15	9	
D.S.				
G.I.	64	5		

S.S. HUANCHACO

May 25th

14

465

Sir,

I wrote by the ORISSA ON THE 11th instant, but was not able to acknowledge receipt of your telegram "ROMANUS" which she brought from Punta Arenas.

2. The "Huanchaco" arrived here on the 23rd, and you will see from Mr. Pearson's telegram that she was expected to lift 1500 tons measurement. The West Coast Manager was informed of the departure of the Duendes with a much larger quantity of bales than we expected her to take, with the result that for the Huanchaco the quantity was much reduced. The Command- of the latter vessel agreed to wait for a day or two in order that the "Falkland" might connect. Unfortunately we have had some very severe weather and the "Falkland" will only reach Stanley tonight, - a delay to the steamer of a day exclusive of Sunday. However we shall ship a good cargo by her, and we are very pleased that the North Arm wool will get away.

3. A wireless telegram was received here on the 23rd to the effect that the S.S. "Whakatane", homeward bound from New Zealand, was on fire to the west of Cape Horn. The Governor replied offering to waive all port charges if he put in here. This morning a further message was received stating that she would be off the Lighthouse at about 5 p.m. to-day, and at

F.E. Gobb Esq.

Managing Director.

London.

the moment of writing the Samson is out there with the Pilot. We have not heard the extent of the fire, and no request for assistance has been made, but the Samson has her salvage pumps on board. It may be possible to give you some details before the Huanchaco leaves.

4. All the meat extract from Goose Green is on board the "Falkland", and we trust that it will be shipped by this opportunity.

I am,

Sir,

Your obedient servant,

465 per Huanchaco (25.5.14)

ENCLOSURES...

Duplicates. (Originals per Orissa, 11th May 1914)

Despatch No. 464

Cash Book for March

Journal for March

Store Indents No. 484

Remarks on Stores and Replies to Remarks

Ledger Balances, March 31st.

Coasting Insurances

Statement on Accounts

Remarks on Accounts

Mr Allan's letter to Managing Director.

Originals...

1. Store Indents No. 485

2. Copy of telegrams received and dispatched.

3. 1st of Exchange No. 2809 on Anglo S.A. Bank Ltd., £50.

4. Statement on Accounts.

5. Specifications:-	Wool.	Skins.	Hides.
Fs		15	
S	71	1	45
McG		4	53

6. Specification and Bills of Lading per Huanchaco.

OROPESA.

June 8th

14.

466.

Sir,

I beg to acknowledge the receipt per Oronsa on May 28th of your despatch No. 1132.

2. 1132-2. Mr Felton will doubtless have signed the freight contract by now, and this with those of others outstanding will be forwarded as soon as received.

3. Par. 3. Since my return to Stanley there has been no opportunity of any further discussion of the W.F. mail contract with the Governor, who finds that he has his hands very full of work. I did not notice the paragraph in the Magazine; even if I had, you will recollect that at that time I was not in possession of the details of the interview between Mr Connell and Mr Allardyce, and it is only since then that you decided that we should remain in the background.

4. Par. 6. I trust that you will excuse my saying that the question of the freight contract with the PSNC so far as relates to the amount of outward cargo does not seem to be at all satisfactory. In his letter of April 16th Mr Connell says that if it is not possible for the Islands conveniently to ship over 800 or 900 tons, we are sure the Pacific will agree to this, but a week later writes "if the reason of our not shipping a larger quantity is that it is inconvenient to Mr Harding to deal with 1200 tons owing to lack of lighterage or storage facilities, we think that the PSNC will think we are hardly keeping faith with them and that the cargo should not be restricted on this account. They will consider

F. E. Cobb Esq.,

Managing Director,

London.

466 per Oropesa (8.6.14) 2.

that the remedy is in your hands by providing the necessary facilities." The last sentence strikes me as a very airy way of shelving the matter.. Both Mr Connell and the PSNC must have a very imperfect idea of what the provision of more lighterage and storage accommodation would mean. There is no shipyard here where one could just order two or three 100 ton lighters for delivery in a month and the building of extra storage on shore would also mean months and run into four figures. Mr Connell confined himself to the question of convenience; what I am concerned about is the possibility of dealing with so much and particularly the expense. The PSNC in any case get all the freight there is to be earned and I cannot see that the advantages that they offer are so valuable as to warrant our going to the huge expense of additional lighterage and storage accommodation. There is the labour question to be considered as well - if a cargo steamer arrives here with 1200 tons we shall have to discharge lighters whilst the steamer is in port and she must inevitably be considerably delayed, and what is more important from our point of view, all the work would be more or less paralysed, especially loading and discharging of the Falkland, without which she cannot get on with her work.

5. Par. 7. The news of the award on the Marco Polo salvage is very satisfactory.

6. Par. 9. A list of payments made by Messrs Buzzi & Co. in favour of clients and credited to the respective accounts, is sent herewith. Should any client wish to draw the amount in London, kindly pay the same, with the exception of A. Pitaluga and W.K. Cameron. Mr Pitaluga's credit is required here against his debit balance. Mr Cameron's Manager has drawn against the credit locally. Mr Roy informed me that he and Mr Buzzi would be going to England shortly, and wish to discuss the financial arrangements with you. I told Mr Roy that if his firm would provide a guarantee from some approved London

466 Per Oropesa (8.6.14) . 3.

Bank up to say \$25,000, authorising me to draw at not more than 30 days' sight for each shipment against his receipts, I had no doubt that the clients would agree. If any wanted to draw the money in England I could send them the draft direct - in other cases account could be credited as from the date of the maturity of the draft. The farmers would of course require our guarantee, and I told Mr Roy that you would of course require to be perfectly satisfied first. We are furnishing Messrs Buzzi & Company an account to the end of May and send you a copy.

7. Par. 10. The failure of the Flamenco's cargo to catch the sales was unfortunate, but in the present state of the wool market is not likely to result in any loss. The Duendes and the Huanchaco cleared up all the cargo we had on hand.

8. Par. 11. May I suggest that in cases of damage to a single bale of wool the Underwriters might be invited to agree to a fixed price for re-conditioning? This would save sending papers after the long delay necessitated by the drying and re-conditioning of the bale; so long a period elapses that the matter is forgotten until the client calls attention to it. The cost of reconditioning Hill Wove bales was fixed at 50/-, and in view of the time and labour involved, this is by no means excessive. On this subject, I may refer to Mr Girling's 464/9 reporting damage to 4 bales wool J.L.W. As I was at Port Howard at the time, and the accident was not caused by the Falkland's men I wrote a certificate on the spot and it was sent direct to the Secretary of J.L. Waldron Limited. The Manager at Port Howard wanted the wool shipped but as the Falkland had only just time to take in Packs Bros' wool, Captain Saanum agreed to take it if the Station hands would put the wool alongside with their boat. The station's boat capsized at the end of the jetty with 4 bales on board.

9. Par. 14. I am writing to the Engineer Commander of HMS "Glasgow" asking his opinion of the Marine and Stoker who

486 per Gropasa (8.6.14) 4.

have applied for employment here. I fancy that the Stoker is a married man and we might be asked to find a house.

10. The New Zealand Shipping Company's S.S. "Waimate" arrived here on the evening of the 25th and I arrived the same evening from Goose Green in the Falkland. The Samson went alongside with her salvage gear all in readiness, but her services were not required as the Captain had checked the progress of the fire by use of the Clayton apparatus which is fitted to all her holds and by pumping on water as well. I went on board next morning with the Harbour Master and held a survey recommending the removal of smouldering bales, and we visited the vessel on the three subsequent days. On May 27th the fire was completely extinguished and on the 28th she went to Port William to throw overboard the charred remains, sailing for Montevideo on the 29th. There is no doubt that the Captain was fully justified in putting in here - some of the tallow casks were charred almost through, and had this taken fire, nothing short of the entire flooding of the hold would have extinguished it. Copies of telegrams exchanged with the Salvage Association are sent for your information.

11. The Fielding & Platt oil engine for sawing went very well for about a week; after that we had a lot of trouble from imperfect combustion, the reason for which there is some difficulty in tracing. The engine has now been going all right for some days, but we shall be glad if you will consult the makers as to the points mentioned in the enclosed memorandum from Mills. We want all the information they can possibly afford for it will never do to have any stoppage during the shearing season with the Fielding & Platt engine sent for the North Arm press. Furthermore, we should be very much obliged if you would send us the best text book on oil engines generally. In all probability there is some standard work which would assist us towards discovering the reason for a breakdown.

466 per Oropesa (8.6.14.) 5.

12. Mr Weiss came to Stanley to go to England by this mail, but I regret to say is so ill that, unless the steamer happens to be late, he will not be able to leave. Returns relating to Canning produce are sent herewith; cases of samples will be shipped, including samples of water for Babcock and Wilcox.

I am,

Sir,

Your obedient Servant.

466 per Oropesa (8.6.14)

ENCLOSURES.

Duplicates. (Originals per Huanchaco, May 26th 1914)

Despatch No 465

Store Indents No 485

Statement on Accounts

Specification of shipment per Huanchaco

Mr Allan's letter to Managing Director, May 22nd

ORIGINALS

1. Copy of Stanley Cash Book for April
2. " " Journal "
3. Cash Voucher, West Store.
4. Store Indents No 484
5. Remarks on Stores and Replies to Remarks
6. Coasting Insurances
7. Copy of Engineer's notes on Fielding Oil Engine
8. " " corres with Chr. Salvesen & Co.
9. " " letter to PSNC, Valparaiso, May 27th
10. " " Col. Treasurer re Currency, May 29th.
11. " " Salvage Association re "Waimate", June 4th
12. " " Buzzi & Co with copy of account to date.
13. " " E. Pinto Basto & Co.
14. Copies of Telegrams received and despatched.
15. List of cheques drawn for account of Thos. Buzzi & Co
16. Mr Allan's letter to Managing Director.
17. Replies to Remarks on Accounts.
18. Statement on Accounts.
19. Shipping Report.
20. Canning Returns - Season 1914.
21. Letter for F. E. Cobb Esq.,
22. Specifications:-

	Wool	Skins.
D H	6	5
A F C	3	3
J B L	7	
S I	111	

"FAULKLAND".MAIL CONTRACT.

I have had an interview with the Governor to discuss this. He requires quarterly calls at Hill Cove, West Point, New Island and Port Stephens. I suggested that instead of fixing the dates in their printed itinerary we should be allowed to make these calls during the quarter conveniently to ourselves, grouping the first two and the last two together. He said he had no objection provided due notice was given but I pointed out that this was not always possible and that the call was generally timed to meet the convenience of the particular station to synchronize with landing of passengers, stores or picking up produce. He agreed that it should be left to work itself out as circumstances permit.

He asked if other stations subsidised the steamer for special calls, and I replied that San Carlos and Port Howard each pay £5 a trip for their mails to be landed. I added that we want to include Brenton Loch or Darwin for the convenience of the people on the Falkland Islands Company's camp. The Governor seemed to hesitate at this so I told him that our people frequently and in my opinion with reason, complained that they were at a great disadvantage compared with others in getting their parcels post. It often happens that we have 3 or 4 mail's parcels hung up in Stanley, which we could not think of horsing out. This apparently converted the Governor and he asked should they include Brenton Loch or Darwin in the itinerary? I suggested that instead of entering any privately subsidised port in the official itinerary a clause should be put in the contract empowering the contractors to make any private arrangements they liked. To this he assented. I asked that Clause 6 stipulating for a safe place under

- 2 -

lock and key on board for mails might be omitted as we could not find any place without taking away some of the passenger accommodation. I said that for years the Falkland Islands Company's schooners carried mails in the hold without any damage, and that if we delivered the bags in the same condition in which we received them, it would not matter to the Government where or how they were carried. Eventually he agreed to modify the clause stipulating that they should be carried to the satisfaction of the Postmaster.

He said there had been complaints that mails had not always been taken to the Post Office at Fox Bay - I said that it was a difficult question as the Post Office there is up a rather steep incline nearly a mile away from Messrs Packe Bros. jetty, and the crew of the "Falkland" positively declined to carry the bags up. We could not force them to do it nor could the Government force Packe Brothers to do it. Eventually he agreed that the mails might be landed on the jetty, provided they were put under cover, and that we could make some arrangement with Messrs Packe Bros. for carting to the Post Office afterwards. I have since seen their Manager, Mr M. Buckworth, about this, he will allow us to put the mails in his woolshed and to make out arrangements with one of his employes for carting them up to the Post Office. This will of course have to be paid for, and I must leave the matter to Capt. Saanum to arrange. We shall also have to make a charge for carting the mails to and from the Post Office here. The outward mail is always 3 cartloads, and we propose to make a charge at the end of the year.

The Governor was anxious that we should arrange to call at Fox Bay a second time in order to give people an opportunity of answering their letters, but I said that this would interfere very seriously with the collection of wool, freight on which provides the bulk of the earnings of the steamer. Eventually I had to agree that the steamer should make a stay at Fox Bay of not less than 3 hours of daylight.

- 3 -

As to subsidy I said that the Owners looked for a substantial increase, and I asked that it should be so much a trip instead of a round sum per annum. The Governor suggested £60, which would be £780 a year as compared with £600 to Salvesen's. I said I hoped for at least £65, and after some discussion he said he would consider it carefully. He concluded by saying that he would draft out a contract and send the same to the Crown Agents asking them to execute it in England with the Owners. He said he would let me have a copy later.

After this interview the papers were sent to Mr Paske and a further question has arisen owing to the alteration of the P.S.N.C's ocean itinerary. You will see that after July, instead of an interval of two weeks between both the outward and homeward steamers, there will be three weeks between the outward and homeward mail and one week between the homeward and the outward. This means that unless the West Falklanders can get their replies away by the homeward mail, they have to wait a very long time before getting an answer to their letters. For instance the outward mail arrives here on August 19th, is delivered at Fox Bay about Sunday August 23rd and the "Falkland" would not call there again in the ordinary way until Sunday September 20th. Their letters leave Stanley by the homeward of October 8th reaching Liverpool November 3rd.

The point then is, could the "Falkland" drop mails at Fox Bay and call there again to land them at Stanley at any rate before the arrival of the outward mail of September 16th. In that case their replies would be sent to Punta Arenas (Sept. 18th) for transshipment to the homeward steamer there of September 22nd, arriving at Liverpool on October 18th, just a fortnight earlier. I pointed out that that meant a call at Fox Bay every fortnight, and in view of the slow speed of the steamer and the heavy coal consumption I doubted whether a subsidy of as much as even £90 a mail would pay. How the question will be settled ultimately I do not know, but it seems to me that if

= 4 =

the West Falkland People get their wireless communication and have telephones the existing mail service should suffice. With wireless they will be able to telegraph every day, and if they establish telephones ~~we~~ will be able to arrange for homeward letters to be picked up at some other point on the coast. For instance if after dropping mails at Fox Bay the "Falkland" has to go to Spring Point or Hill Cove for wool, they could send a man overland with letters to catch her.

SCOWS.

Something must be settled soon as to the methods of boating off aargo. At present, as reported, the "Falkland" has two boats belonging to the Falkland Islands Company - these boats, 25'6" long were purchased in England at a cost of £65.2.0., sent out in the "Ragnhild" in 1909 and were priced for sale at £45 each. To make them strong enough for rafting we have spent a good deal on them, charging the cost to the "Falkland". We run a great risk of losing them, and should run a still greater risk of losing scows unless special provision is made for carrying them. On the coast the hatch coamings of the steamers are low and the bulwarks are high - in the "Falkland" we have the reverse, with the result that the ridge of the hatch is about 2 feet higher than the bulwarks. Instead therefore of the scows or boats resting across the bulwarks, they are on the ridge of the hatch, like a pivot. Flat bottomed scows resting on a point d'appui is carried at great risk, and the life of soft wood boats hoisted in and out two days out of every three will not be long. Furthermore the winches are so defective that hoisting and lowering, instead of being a steady movement, is a succession of jerks.

We have no other boats suitable, and these two under present conditions, will not last much more than another wool season. If propose to work with scows, you must be prepared to put skids on the bulwarks for carrying them. Captain Saamum would rather have boats

- 5 -

than scows, as with a flat platform made of planks you can carry more bales and they are much more easily slung. The boats should be very strongly carved built of oak, and should have air tight tanks forward aft in case of accident. The "Columbus" had boats like this and the air tight tanks were the means of saving the crew twice. Length of boats 25'6" x 8', double ended.

SPEED.

In spite of what may be stated, it is only under very favourable conditions that we can get 9 out of the boat. Coming in from Fox Bay we had really perfect weather and a favourable tide. Captain Salmon took absolutely the shortest possible course, and the journey took just over 13 hours.

DECKS.

The deck caulking has been properly attended to, but there is still a bad leak somewhere. Last voyage the saloon was leaking all over - either the deck house works, or there must be a leak round the nosing of the bridge, the water running down and along the ceiling of the saloon, dripping all over the place. There is no oakum in the seams of the floor of the Captain's or First Officer's rooms, so that if water gets in through the doors and on to the floor it finds its way into the saloon. To take off the covering board and nosing on the bridge means removing stanchions etc. and would run into a lot of expense with very little to show for it at the finish, but at the same time it seems to me that you must keep the water out somehow.

HEATING.

If the saloon is to be heated with steam, you must lead a steam pipe direct instead of drawing steam from the deck pipes, all of which are leaky. However, we took a stove out of the forecastle, and as this answers very well, it would seem to be better to leave things as they are now.

STORE AND MALL ROOM.

I reported that we built a small store in one of our hulks to keep the bulk of the stores on shore, and hope to obviate

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having to provide a mail room. As regards Mr Connell's suggestion to use the pantry and room opposite, I must say at once that this is out of the question - you simply cannot do without the pantry otherwise where is the food to be kept?, - and the room opposite has to be given up for the boatswain and steward. The forecabin is small enough and these two men must have separate accommodation.

The question of storage for the ship's gear is also difficult - there is absolutely no place for open stores except the pantry and no place at all for linen. Under these circumstances some is stolen for there is nowhere but the cabins to keep it in. Captain Saunum suggests drawers with locks under the bunks for the cabin blankets and linen when not in use - this would be a good thing, but so much has already been expended in carpenters' etc. labour, that one hesitates to do so without submitting the question to you first.

WINCHES.

I can only say that after seeing these at work for some considerable time that they will not lift more than 18 cwt. - I was told 12 at first, but the winch was then somewhat out of repair. Evidently they are what you would call one ton winches, and as for double gear I am in the unpleasant position of having to flatly contradict the statement "all that is required is to replace the clutch which can be easily enough done in Stanley" as this is an engineer's question I enclose a statement from Mills on the matter. Mr Connell writes "Captain Dougall tells us that he lifted the launch weighing 2 tons 8 cwt into the ship on single purchase "with a double and single block". Captain Dougall apparently did not add that he dropped the launch at the bottom of the hold, smashing off most of one of the rolling chocks and starting the planks so badly that we have to replace 5 on one side alone. I am told that she was bumped on the hold more than once - at any rate the boat was so badly handled that we have to spend a lot of money on her. But this will be reported separately,

FRESH WATER.

We considered the point of putting two tanks on the fiddley

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easing, but in addition to the question of it being unsafe to have 4 tons weight so high, the filling has to be considered. To pump water up that height would be a big job every mail, and we decided to put three tanks in the hold connecting them together, fitting up a pump near the galley. We have bother enough with the cook, and are compelled to do all that is possible to lessen his work. Formerly he had to carry water right along from the fore-castle door. We did try the remedy suggested, of using the water from the fore-peak, but this vessel uses such a quantity of fresh water that we could not maintain the supply.

You are aware that we built a reservoir to hold 150 tons of fresh water - I soon found that the supply from the roof was altogether inadequate to fill this, and put down a 6" pipe drain from "sheepskin alley" to intercept surface water from the hill to enable us to fill the reservoir. This is all right for the boilers but cannot be used for drinking, and we have therefore to conserve this. The fore peak is filled every trip of the steamer - between what they really take and what they waste, 20 tons go every fortnight. It must be remembered that the Columbus procured more than half her water supply from New Island - we shall have to charge the "Falkland" £40 per annum for fresh water.

HUNKER C P CITY.

I am afraid that the suggestion of having a wooden bulk-head in the hold for extra coal is hardly practicable; the hold could never be kept clean, and absence of coal dust is essential both for outward cargo and homeward cargo of wool.

It would be much better if you would send sufficient bags to hold 10 or 15 tons which we could keep in the hold in case of emergency.

WEIGHT OF WATER.

We placed forward all the pig iron we have here, and wish we had more so as to keep her permanently in trim. All that Mr Connell suggests as to the filling of tanks had of course been carried out and with plenty of outward cargo we got her once to

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12ft 10 aft. The after section of the double bottom tank has never been filled here yet but when we have to rush in wool early in the season and leave Stanley outward bound against a strong Westerly wind empty something is required to keep her nose down - I thought we might be able to recover some of the Hornet's kentledge but there has been no time for this, and if Messrs Lowden think fit to send out 5 or 10 tons of good pig iron, we should be glad. But please let the pigs be quite square-proper kentledge, not a sort of slag like we had for the Malvina, or we should not be able to stow them.

CLERICAL WORK.

At my interview with the Governor he mentioned that the Postmaster had suggested that it would facilitate things considerably if the "Falkland" had a "supercargo", and the Governor also mentioned friction with Customs Officials at Fox Bay, adding that he supposed that when the vessel arrived there the Captain had probably been up all night, and naturally would not be in the best of humours. I told the Governor that I quite agreed and had suggested a clerk, but the Owners at present did not see their way. This question of clerical work must be faced. The "Rio Gallegos", a much smaller steamer than the "Falkland", carried a Purser to attend to the clerical work - she has no more ports to call at so far as I know, and certainly carried less cargo and no mails. We cannot expect Captain Saanum to attend to everything - the safe navigation of the vessel and the management of the crew is quite enough in the ordinary way - cargo checking and getting receipts has to be entirely neglected, and we are receiving a crop of complaints of non-delivery, breakages shortages etc. The mate is quite useless for checking, and the work hitherto has been a blind rush to make up arrears. The Captain has to get lists of passengers, collect what fares he can, make a rough shot at the victualling charges, and just gives the list to the office leaving it to us to collect the balance of fares as best we can. We have to keep the accounts, check measurements of outward cargo etc.etc.

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and I must say plainly that the three clerks here cannot do all this and attend to the business of the Falkland Islands Company which can be carried out by myself and three clerks, but we cannot do the Transport Company's work in addition. A clerk is required for that, and his proper place is on the vessel itself. He would be in a position to give the Owners all information as to mails, passengers, stores and cargo and furnish them with the returns they require. He would check cargo and see that he had proper receipts, and would relieve the Captain of making out papers required by the Customs. I think we might obtain a youth here who could attend to all this, and I urge that this should be seriously considered.

ACCOUNTS.

We suggest that in order to reduce the number of entries, the commission on local freights and passages should not be charged up until the end of the year. Will it not be as well for you to settle direct with Messrs Lowden & Co. the freight on produce, deducting the commission and passing the same out tous?. If we have to incorporate your accounts for homeward freight in our Ledger here, the delay is great and the accounts become very involved.

FREIGHT ON STORES.

We notice that the P.S.N.C. give the "Falkland" the 20% rebate, but it would be better if, as we have many times pointed out, they would not put it on the ship's copy of the Bill of Lading.

Stanley. F.I.

June 22nd 1914.

S.S. "FALCON".

In regard to the winches on the above ship, I was aboard there recently whilst she was discharging tallow with the main winch. The casks weight 10 to 12 cwt., the winch lifted one with comparative ease and might perhaps be able to lift two at a time, but owing to the considerable shaking of the mast and boom the Captain did not deem it advisable to try any experiments as regards lifting more weight.

Whilst lifting the tallow, the main-mast had to be stayed from the fore-mast.

As regards using the winches in double gear, they have never been designed for any, there being no place in the frame to receive an additional shaft.

The winch consists of the main lifting barrel, driven by spur gearing from the engine shaft, this latter shaft being driven direct by the engine and having the pinion fitted with a clutch to allow the engine to be thrown out of gear and the load lowered on the brake. On both winches the clutches are in position and if imperative are only so from disuse.

The trouble with the main winch as regards not starting properly in one direction, is probably due to the winch requiring overhauling and the valves re-setting.

In the matter of ~~arranging~~ ^{arranging} for the electric light, it would be as well to ascertain the capabilities of the staff to look after same. I have been asked by the Captain at times to do things in connection with the lights which the ship's staff might attend to. Whether their failure arises from want of time, disinclination or want of knowledge I do not know.

Stanley;

June 22nd 1914.

R.M.S. "ORONSA".
467.

July 6th 14.

Sir,

I beg to acknowledge the receipt on June 23rd per Oriana of your despatch 1133 and letter of May 29th.

2. Par.2. Our views on the question of Messrs Buzzi's financial arrangements are evidently in complete accord and it is to be hoped that Mr Buzzi will succeed in settling matters on these lines when he visits England. By last mail I sent you a list of the credits, but as you remark upon my "failure" to send information before, I hope you will excuse my disclaiming responsibility in this matter. Mr Roy gave cheques to the clients on us for his purchases, and the clients all sent them with the request to credit the station account in exactly the same way as any other cheque, and this has been done. I cannot see that I was called upon to report specially to the Directors the amounts paid in, all of which appear in the copy of our Journal which is regularly sent. You have always laid stress on the fact that clients accounts are kept in Stanley and impressed on clients that if they wish money paid in London they must make the request through the Stanley Office. I think that it must be evident that when I am asked to credit the account, I can only act accordingly.

3. Par.7. I think you have read into my remark as to the difficulty of storing Lady Elizabeth wood more than was really warranted - the point is that the sawing machinery is at the

The Secretary,
The Falkland Islands Company, Limited,
London.

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East end and one naturally wishes to land wood for sawing at the West Jetty where the tram lines run direct into the sawing shed. If we land too much elsewhere, we have to transport it by cart which is tiresome and expensive. The prices we are asking for the wood are those submitted to you, but in order to induce clients to improve their jetties I have offered to pay the freight out to Stations on timber required for that work. This is equivalent to 10% to 12½%, and added to the fact that we guarantee to supply exact lengths required, is a substantial concession. The short ends would, of course, be sawn into scantlings or battens. I understand that J.L.Waldron Ltd. are shipping out pitch pine piles as they fear that Oregon will not stand so well, and it will be interesting to see what the cost of these works out as compared with my quotations.

4. Par.8. The transfer of 90 shares in the Transport Company to Mr W.H.Luxton is returned herewith duly executed. Mr Greenshields' transfers will be sent as soon as possible.

5. Par.9. The wage of £225 per annum for the Foreman Carpenter would be absolutely inclusive, and if we have ship repairing work, we should partly resoup ourselves by charging £1 per day and by survey fees. I quite agree that a comparison cannot fairly be made with the position of Captain Thomas - he had to work for many years at his calling before getting his certificate, and that certificate is liable to be forfeited in case of serious misconduct. I have now agreed to an inclusive wage of £210 a year, or £17.10.0. per month.

6. Par.10. The question of an Engineer at Goose Green is a difficult one to discuss on paper. You say rightly "it seems wasteful to have a highly qualified Engineer to carry on some 6 weeks work in the year, and surely a man with the qualifications of an intelligent foreman would be good enough

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"instead of sending out another Mills to kick his heels about "during the greater part of the year", and later in the same paragraph ask whether the machinery is "beyond the control of "one first class man, aided by others of a lower rating but "still capable of carrying on in the absence of the Chief "Engineer". Exactly, but the point is that we have no intelligent fireman here capable of doing this, and are not likely to find one in the Colony. Just a year ago we discussed this same question and I would ask you to read over again my 445/9. I wrote then that we were all right so long as we had Johnson who was quite used to machinery and capable of carrying on after inspection by Mills, but Johnson has left and we have no one here to replace him. In that same paragraph I wrote that having an Engineer there was a species of insurance. I wish that some of the Directors could see Goose Green in full swing -- with some 70 to 80 men employed there, you would realise what a stoppage would mean. I understand that Weiss says that he could stand a 24 hours stop without serious loss, but if prolonged beyond that, you run the risk of losing hundreds of pounds worth of meat, extract etc. It is therefore a sort of insurance. When at Darwin a few weeks ago Dr Wace came over to Mr Allan's office and casually remarked "I don't know what "the hell to do with myself", meaning that he had no cases to see etc. Well, one would not for that reason suggest that as the Doctor had nothing to do beyond kicking his heels about, we could do without a Medical man, and I think that the question of an Engineer must be regarded in a somewhat similar light. For one thing the amount of machinery in the Camp has increased, and will probably increase still more, and he would certainly have work enough to keep him occupied for a very fair proportion of the year. We must have someone there, and I think the

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difficulty might be solved by getting a man from the Coast, there are two who might be willing to come here for about £150 a year, Harper or Anderson. Both are married to Falkland Islanders, and both have worked at canning or freezing works. I fear that Weiss will have left London before this reaches you - unfortunately he was too ill to discuss anything when in Stanley.

7. Par.13. The so-called tallow damaged can only be an excuse to depreciate the value of the wool - the stains are unquestionably the grease from the fleeces from the heavy pressing. We shipped only 5 casks of tallow by the Flamenco and had no other in Stanley - there is no contact between the two in the hulk as we always put tallow on the upper deck of the Great Britain. You have now the list of cargo brought in on each trip of the "Falkland" and on by far the majority she had no tallow on board at all. I noticed both at Port Stephens and at the Chartres how much the bagging of the wool bales was stained - at the latter port they have no tallow and there was none in the "Falkland" or in the hulk when it was brought to Stanley. All Chartres sheep that are boiled down are driven over to Port Howard for the purpose; if therefore any of their wool is stated to be tallow damaged I hope that you will be in a position to prove that this is not true.

8. Par.17. The P.S.N.C. sent us the new itineraries by the mail before last, and in my separate memo dealing with the "Falkland" I have gone into the question as to how the West Falkland mail service will be affected. The "Falkland" must continue to run as she does now; take outward mail to Fox Bay and return as soon as possible, and passengers will have to wait for the homeward mail here. Seeing that the steamer has to be here every four weeks to take outward mail, she does as a rule two trips during that time. If there is wool at near

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ports, she sometimes succeeds in doing three trips in the four weeks. We will in future send store indents via Punta Arenas so as to ensure their being shipped by the return boat.

91. Pars. 18 & 19. Presumably the apportionment of the Marco Polo salvage will arrive next mail. In any future cases we will make use of the salvage form provided by Mr Ince.

10. Par 20. My responsibility for the amount of fencing material on hand is limited to the Stanley stock; Mr Allan plans out his fencing and orders accordingly, and you will re-collect that last year 25 miles of material was sent out in one shipment and the whole of this was sent to Darwin en bloc. During the present year we have shipped from Stanley for Hawk Hill and Egg Harbour material for 8 miles and have also sold a fair quantity to clients. I enclose a return shewing our Stanley transactions, of which the following is a resume:-

	Standards.	Straining Pillars.	Droppers.	Split. Pins.	$\frac{1}{2}$ Mile Coil Wire.
On hand Jan. 1st.	2778	64	28725	30 cwt.	336
Purchased 1914.					100
	2778	64	28725	30 cwt.	436.
Supplied as per separate list	1546	26	18750	17 cwt.	308
On hand now	1240	38	9975	13 cwt.	134.
in miles	12 $\frac{1}{2}$	9 $\frac{1}{2}$	12 $\frac{1}{2}$	13 cwt.	5 $\frac{1}{2}$
Orders on hand:-					
J. Robson	1 $\frac{1}{2}$	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$ cwt.	1 $\frac{1}{2}$
Mrs Robson.	4	4	4	4	4

We may at any time be asked to supply a quantity to a client or the Farm and have therefore usually kept a fair stock here. The number of standards is however high - the reason for that was that old fences are constantly requiring repair, and that repaid frequently takes the form of putting in a number of new

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standards. With the high prices ruling for wool the sheep-farmers seem to be doing a fair amount of repairing. But in view of the amount on hand at Darwin I must admit that the order for 2000 more standards is excessive, and think that this should not have been sent. We have, however, orders on hand which will use up all the wire in Stanley and should be glad if you would send out what has been asked for, and we might too have the split pins which do not cost a great deal.

As it happens, Mr Allan is writing you by this mail on the subject of fencing. If he has any plans for erecting fencing away from Choiseul Sound, where the material would have to be taken by the "Falkland", she must load it from Mr Allan's stock in the Garland and thus obviate getting it from Stanley.

11. The news conveyed in your letter of May 29th that the Directors have granted another Bonus of 10% to the Staff is much appreciated, and will be conveyed in the terms as instructed. The usual lists shewing the amounts will be sent to you later.

12. Pars. 6, 11, 12 & 17. I regret that you should have to complain of failure on my part to send more information and I am compelled to explain that during the time the annual accounts are being prepared, so much current work has to be postponed that it takes pretty well a month to get up arrears. My own time has been practically all taken up in looking after the "Falkland" and I can only say that it is physically impossible to have done more. I cannot help remarking that there seems a certain amount of irony as to my ~~taking~~ absenting myself for three months. The very grant of leave which I much appreciated shews that it is admitted that I had had so much to attend to that some relaxation was necessary, but at the same time strong complaints from you and Messrs Lowden & Co.

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owing to my failure to do more. Had I taken the full three months leave how could I possibly make up for the arrears of information required in connection with the "Falkland"? One very good reason ^{not} for leaving the Colony was that I could get round in the "Falkland" and see for myself how the work was carried on and the conditions under which it was done, so that I could give descriptions from personal experience. This I did before the arrival of the mail in the shape of the enclosed memorandum.

To take the complaints seriatim:-

PASSENGERS. Captain Saanum so far as I know has followed the practice obtaining in the case of the "Columbus". A list is made in triplicate shewing fares, victualling, luggage charges and total. One is retained in his book, one given to us, and one sent to the Owners signed by us to indicate that we hold ourselves responsible for the total shewn. The Captain pays in the fares collected by him in cash and we debit stations with amounts guaranteed by them, and collect in cash those that he has not been able to get.

CARGO. Mr Creece furnished the Captain with a list and Captain Saanum informs me that he has sent to the Owners a statement of the total carried. For the first few voyages it is quite possible that this was not done; if not, I think it is excusable. When you consider what we had to go through from not knowing who was to command the vessel, then changes in the crew and an incompetent mate to deal with, I say that it is unreasonable to expect everything to go like clockwork. The main point is that a heap of work has been done, but this seems to be quite ignored.

REPAIRS. Each time she has come in we have done a bit here and a bit there with the result that nothing was finished. If I had kept her in Stanley for about three weeks to finish these

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up an account would have been sent but I should have been rightly blamed for not sending her about her work. Even now the work necessary to keep the water out of her Saloon is not finished but as Messrs Lowden write that the reports about leaking are evidently grossly exaggerated I had better leave that to Captain Saanum to write about.

CAPTAIN & ENGINEERS. Of course I am quite in the dark as to what reports have reached Messrs Lowden & Company. From my own experience on board I know that although the telegraph shows "Full Speed Ahead", this speed may be anything from 5 to 9 knots -- on one voyage the Second Engineer was drunk for three days from leaving Stanley, and I have an account by telephone from Darwin as to what occurred on the last voyage from Stanley, her first port being San Carlos and Brenton Loch with Darwin mails. She left at 4 p.m. and the report says that during the night the steamer stopped altogether and that Captain Saanum, on going to the engine room found both firemen drunk and shovelled coal himself. Whether this is an exaggeration or not I do not at present know.

OVERTIME. When we ran schooners, the wage was an inclusive one, but since those days the principle of payment for overtime on vessels has been introduced, and the "Falkland's" articles signed in England stipulate that the men are to be paid 9d per hour overtime and, I believe, double for Sundays. As there is always work to be done on the Sunday after the outward mail, Captain Saanum informs me that he has paid an all round rate of 1/- per hour. No doubt the amount may have been heavy -- I have no information about it myself -- and I again ask that it should be remembered that we have been working against time to get up arrears. I do not know whether I have emphasized this sufficiently and beg your indulgence. She arrived here on February 5th and had to be discharged -- we were then confronted with the refusal to allow Captain Saanum to be put in charge -- eventually she got away from

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here to commence the season's work, to say nothing of arrears from the preseding August, on February 19th. Do Messrs Lowden & Company realise that December, January and February are the summer months here, and that for coasting $2\frac{1}{2}$ months then lost are never regained? You can get work done when daylight is from 4 a.m. to 8 p.m., instead of as now from 8 a.m. to 4 p.m.

ACCOUNTS. In the memorandum attached I had referred to the matter of clerical work and in view of what is written this mail it is necessary to amplify that, and to emphasize the necessity for a Purser or clerk. You write "the long and short of it is that "accounts must be furnished regularly", Messrs Lowden & Co. write "Stanley must send us mail by mail a manifest of the earnings "of the steamer inwards and outwards and generally detailed "records of both earnings and expenditure". And again "it is "absolutely essential that we should have a clear statement of "earnings and expenses from mail to mail".

Hitherto the "Falkland" arrives about Saturday with the West Falkland mails and passengers - between that and Tuesday we have to attend to the financial work brought by the West Falkland mail, attend to the Darwin mail, cash passengers' cheques, issue passage tickets per P.S.N.C. and attend to our own mail. Is it humanly possible to do more?. And in this connection it is not realised by people who have not lived here what the cashing of cheques means - silver has to be counted, for you will see from what I wrote to the Government that there are not enough notes in circulation - these would be of no use to people leaving the place - and the clerks here are personally responsible for any errors made. To give one instance only of the extra work falling on this office I may mention that the number of P.S.N. passengers from here rose from 263 in 1912 to 347 in 1913.

Your Manager and three clerks are able to cope with this

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work which pertains to the Falkland Islands Company but I am compelled to say that if all this work for the Falkland Islands Transport Company is added, we cannot, with the present staff, keep it up to date. It may be said that we had to do this for the Columbus - to a certain extent, yes, but our work here has increased since then and we have Messrs Buzzi. But Messrs Salvesen & Co were content to have accounts quarterly and the Columbus was run on different lines. Coal and stores were kept at New Island, and Captain Saanum had a couple of days there every month between the outward and homeward mails. Coaling and watering were done with the assistance of Salvesen's staff at New Island - the crew were out of reach of drink, and Captain Saanum was out of the reach of the Government Officials. Moreover he had the use of the Manager's Office there where he could write quietly, without interruption, make out all his returns and write his report. Here he has no place at all, and moreover must be on board to keep his crew and work going.

It comes to what I wrote on June 22nd, that to carry out the work properly a clerk or Purser is wanted. I do not want another clerk in this office, for the Falkland Islands Company's work can be done with the present staff and we have no room for another. The Falkland Islands Transport Company is a separate Company and all parties are most anxious that it should be regarded as such - all the more reason therefore for their having their own servant to attend to the details of their work and to deal with the Government Officials. He should be on the steamer so as to attend to the mails and loose letters, the issue of stores, victualling account of passengers, making out of Customs forms, checking cargo and getting proper receipts, issuing tickets and collecting fares.

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When the steamer arrives here he could have the use of Captain Thomas's office for making out all the returns required by the Owners, and would be responsible to them for sending these in order. We should also have someone on the spot with whom we could check over everything - Captain Saanum has too much else to attend to.

In their letter to me of May 27th Messrs Lowden & Company write that the time the steamer is in Stanley gives Captain Saanum ample time for mail requirements. If the Mate could be relied upon to attend to the ship Captain Saanum might have more time, but take the last interval for an instance of what happens. She arrived on Saturday, fairly early as it happened, and landed passengers and luggage. On Sunday Captain Saanum brought me papers, list of passengers etc. and I ordered steam on the hulk for first thing on Monday. Monday she discharged the produce. Tuesday we loaded her. Wednesday, when our men were engaged on the mail cargo, she coaled. Thursday she was alongside the jetty watering, taking in more cargo and mails and left at 4 p.m. Where is the waste of time? Captain Saanum is engaged as follows:- Monday, entering and giving information at Government Office. He is told that in order to prove his cook to be a deserter he must take a summons out. Tuesday he attends to loading of cargo. Wednesday, coaling, and he has to go to the Magistrate again about the cook. Thursday, attending to loading cargo and mails. One further point as to time spent in Stanley - the loading and storing of outward cargo is not such a simple matter as it might seem. The Falkland takes on every trip cargo for five or six ports, and that cargo may consist of every conceivable class of stuff - provisions, wood, flour, oil, dip, bricks, roofing iron, timber etc. She has one large hold in which we have to keep each consignment separate, and at the same time

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store the different classes of goods in each consignment in such a way as to avoid damage. The Columbus had two holds and each hold had 'tween decks thus giving four separate compartments. Discharging the cargo at the out-stations is simple enough - when you stow it for a sea-journey you cannot lump it down higgledy-piggledy, and this stowing takes time.

I should like to alter one point in my memorandum of June 22nd. I wrote that possibly we could find someone here capable of acting as Purser, but on reconsideration I have come to the conclusion that it would be preferable from every point of view for Messrs Lowden & Co. to appoint someone from home and give him their own direct instructions before coming out as to what his duties would be.

13. During the month of June Messrs Smith & Sons gave notice of their intention to pay \$500 off their mortgage on December 31st.

14. We are sending by this mail an indent for the outward cargo-steamer, and should be glad if you could induce the P.S.N.C. to bring out 500 tons of steam coal and 200 of house coal. When I wrote that we should have enough steam coal for the "Falkland" until October I was estimating her consumption at something like that of the Columbus, and did not for a moment suppose that it would be nearly double. At the present moment we have just about 200 tons which will last barely 3 months - there is however a large stock at New Island and she must bunker there for a couple of trips to carry her over until the new lot arrives.

15. The S.S. "Marmora" from Sydney to Monte Video called here short of coal wanting 200 tons - I told the Captain that we could not possibly supply him. He said that he had a book on board (? "South American Pilot") in which it was

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stated that bunker coal was obtainable here at 55/- a ton.

I replied that we certainly had not advertised and eventually told him that all we could possibly spare was 30/35 tons stored in the hulk Irasda. As this would not be enough he proceeded to Punta Arenas.

18. You will see from the enclosed copy of letter sent to the P.S.N.C Valparaiso that I suggested a cargo boat rather later than the "Esmeraldas", which the P.S.N.C. Liverpool had ordered to call here about the 22nd instant. I have now received a telegram from Valparaiso that the "Sorata" will call about August 10th for wool and tallow. The P.S.N.C. Liverpool I believe wanted the "Esmeraldas" to call in July in order to give an extra homeward mail, but there would be no advantage in this as a mail despatched by the "Orissa" via Punta Arenas on July 28th will arrive in Liverpool on August 28th, probably a day or two earlier than the "Esmeraldas".

17. Since writing the foregoing the "Falkland" has returned from the West, having experienced the worst weather she has hitherto had here. Captain Saanum confirms what was stated as to the firemen on the first night out - fortunately the wind was South West, for had it been North the ship must have inevitably have drifted on shore. Whilst at anchor at San Carlos she dragged her anchor for over a mile, and it seems imperative that she should carry one heavier anchor as had to be done in the case of the "Columbus". Captain Saanum has already recommended to Messrs Lowden & Co. some months ago. At Hill Cove, loading tallow, 13 casks were lost and the boats badly damaged. Captain Saanum could get only 153 bales of Pebble Island wool - he tried to get the Keppel Island lot, but the weather was far too bad. He will note and extend protest as soon as possible. We hope that Messrs Lowden & Co. will act at once on the suggestion that some 10 or 15 tons of kentledge should be sent out to keep her in proper trim.

I am, Sir, Your obedient Servant.

NOTE. Damage to boats occurred at Pebble Island.

ENCLOSURES.DUPLICATES. (ORIGINALS PER CROFESA 8.6.14.)

Despatch No. 466.
 Copy of Stanley Cash Book for April.
 Copy of Stanley ^{Journal} ~~Cash Book~~ for April.
 Store Indents Nos. 486.
 Remarks on Stores and Replies to Remarks.
 Coasting Insurance.
 Copy of Engineer's Notes on Feilding's Oil Engine.
 Mr Allan's Letter to Managing Director.
 Remarks on Accounts and Replies to Remarks.
 Statement on Accounts.
 Bills Of Lading, Shipment per Oropesa.

ORIGINALS.

1. Copy of Stanley Cash Book for May.
2. Copy of Stanley Journal for May.
3. Cash Voucher - West Store - May.
4. Store Indents No. 487.
5. Mr Packe's Indent for Season's materials.
6. (Per Supplementary)
7. Coasting Insurances.
8. Establishment Wages Return to June 30th.
9. Mr Allan's letter to Managing Director.
10. Manifest of Cargo per S.S. "Falkland" Voyages 12 & 13.
11. F.I. Transport Co. - Transfer of shares to Mr Luxton.
12. William Cooper & Nephews - Statement of Account.
13. Fencing Material - Statement of Sales during 1914.
14. F.I. Transport Company - Accounts to June 30th with Memo & Copies.
15. do. Memorandum, June 22nd with 3 copies.
16. do. Press copy of extracts from despatch 467
17. do. Copy corres. with W. Lowden & Co.

18. Copy of letter to Geo. Lyman & Co. July 5th.
19. do. PSNC Valparaiso June 23rd.
20. do. R. Guerry, June 23rd.
21. do. Col. Secretary, June 11th.
22. Copy of letter from Chr. Salvesen & Co. May 22nd.
23. Original letter from Henry Waldron June 2nd.
24. Freight Contracts.- A. E. Belton, Mrs Smith & Sons, Mrs J. Robson.
25. S.S. Columbus - Final account with copy.
26. New Whaling Company - Account to June 30th with copy.
27. Letter from Mr G.M. Goddard re loss of tallow at Hill Cove.
28. Copy of letter to Chr. Salvesen & Co. July 5th.
29. Shipping Report.
30. Replies to Remarks on Accounts and Remarks.
31. Statement on Accounts.
32. Letter to F.E. Cobb Esq.
33. Copy of telegram received from Valparaiso.
34. Copy of letter from Thos. Buzel & Co. June 2nd.
35. Specifications:-

	Wool.	Sheepskins.	Tallow.
W.E.D.	163	14.	
S.	4		45
H.W.	50	15	12
W.P.			63
J.R.	33	5	

S.S. "FALKLAND", - NOTES ON DRAFT MAIL CONTRACT.

The official letter from the Colonial Secretary enclosing this reached me only yesterday afternoon, leaving but little time to make comments upon it by this mail.

CLAUSE 2. In my memo of June 22nd I gave an account of an interview with the Governor in which I suggested that the Contract might contain a clause authorizing the contractors to make their own arrangements as to calls at San Carlos, Port Howard and Brenton Loch or Darwin and I understood the Governor to agree to this. He has now mentioned these Ports in the Contract which, as it stands, might be read to mean that the steamer must call at these places without any extra payment from the Stations. We know that Mr Cameron's Manager strongly resents having to pay £5 a call. He considers, at any rate, that when the steamer has to call at San Carlos for passengers or cargo the £5 should not be charged. We charged the Station for the full 13 times a year when the Columbus was running.

The same clause stipulates for a bi-annual call at Sea Lion Islands - which is in accordance with what I understand Messrs Lowden & Co. agreed to when discussing the matter with the Governor, but I observe that no payment for this is provided either in the shape of hire of the steamer by the day, fixed charge or even the passages of the Officials. Furthermore, the steamer is to remain there while the Officials make their inspection. There is no anchorage and no accommodation on shore, hence the steamer will have to lie off whilst the inspection takes place. In all probability/^{some hours}(? at least 3 hr 4) will be required, as the light is not situated close to the beach - at any time wind may spring up rendering it impossible to re-embark.

I mention this to explain why it will not be possible to drop the Officials there, proceed to another port and call back again for them.

CLAUSE 5. Corresponds to a clause in Salvssen's Contract. Whilst that contract was in operation the Government on one occasion ordered a second trip owing to the number of passengers wanting to go out. They declined to pay any extra subsidy and a somewhat acrimonious correspondence ensued. No provision for extra payment if a second

voyage is called for, is made in the new Contract.

CLAUSE 6. In my interview with the Governor I asked that a separate place for mails under lock and key should not be insisted upon, explaining that it would hardly be practicable to build a mail room in the hold, and that the only alternative was to take one of the Cabins for the purpose. This would seriously curtail the accommodation, and I certainly understood the Governor to say that he thought that if the Mails were carried to the satisfaction of the Postmaster that would suffice.

CLAUSE 11. Query, insert the word "knowingly" between "not" and "convey".

CLAUSE 13. and SCHEDULE OF PASSAGE MONEY. Some time back I reported that we had increased the fare between Stanley and Port Stephens from £2 to £3. This schedule retains it at £2 as provided in Salvesen's Contract. I should like to have your interpretation of the Clause "Return Tickets, available for four months, to be subject to a reduction of 25%". Does this mean 25% off double fare, or 25% off the return fare only? It seems to me to be capable of the former interpretation, but was read as 25% off the return ticket only in Messrs Salvesen's Contract. I think it would be as well to make this quite clear.

CLAUSE 14. Although this Clause is precisely similar to Clause 14 of Salvssen's Contract, there seems to reason for perpetuating such an absurdity as the obligation to state the hour at which the steamer is to "depart, call and arrive". Even the date depends entirely upon the arrival of the PSN Mail steamer. In all probability someone has copied many of these Clauses from some large Mail Contract; this Clause was never carried out strictly by Salvesen's but that is no reason for binding yourselves down to do something which everybody knows you will be unable to carry out, owing to circumstances beyond your control.

CLAUSE 15. Salvesen's Contract provided that in case of disablement the Contractors were to give notice to the same to their Manager at

New Island, in order that he might put on another whaler. This clause asks Messrs Lowden & Co. to give me notice that the steamer is disabled !!!

I doubt very much whether you will bind yourselves to put on another steamer (it should be remembered that Clause 20 contains a drastic penalty for failure to fully carry out the provisions of the Contract). Personally I should think it safer to substitute for this Clause ~~XX~~ one to the effect that in the event of the loss or disablement of the steamer the contract is ipso facto at an end.

CLAUSE 17. Is rather indefinite and vague - would this enable the Governor to commandeer the vessel for salvage?

CLAUSE 18. I would draw your attention to this as the Clause under which the Columbus was condemned for practical service. The Clause reads that the vessel "shall and may be inspected by any competent "person or persons appointed by the Government", but the point is that any person appointed by the Government is deemed to be competent, and there is no appeal, whether he is competent or not.

And this Clause, similar to 15, would compel you to substitute another vessel.

CLAUSE 19. In my interview with the Governor I asked him to fix the Subsidy so that it could be calculated at a round sum per trip; he suggested \$60 but I pressed for \$65, and he promised to give it his consideration. But \$720 per annum, the subsidy named in this clause, is not even \$60 per trip, for we have 13 mail trips a year.

CLAUSE 20. You will doubtless have legal advice as to the liabilities under this Clause. The old Contract, of which this, *mutatis mutandis*, is a replica, was designed for a firm which, in the event of a breakdown, possessed on the spot other means of carrying on the service. But the Transport Company possesses one vessel only, and has no other resources to fall back upon, and it seems to me that the whole Contract requires modifying to meet these different conditions.

Some of my criticisms may appear captious, and it may be said that of course in a case of force majeure the Government would never

- 4 8

infract penalties. I have had so much experience of Governors in Crown Colonies that I should not be doing my duty as Agent of the Transport Company if I failed to warn them not to rely upon the forbearance of a Governor.

Governor Allardyce said that he would send this draft to the Crown Agents, and that they and Messrs Lowden & Co. could (after discussion, I presume) execute it. I assume that in his letter to Messrs Lowden & Co. he will have mentioned this. In view of the fact that he is corresponding direct with them I suggest that, if they are in agreement with any of the criticisms I have made above, they should put them forward as their own, and keep my name out of the discussion. I suggest this for this reason:- I had an interview with the Governor in June and put certain points before him as mentioned in my Memo. He gave me a decided impression that he would meet the Transport Company on these points, but in this draft Contract he has not done so. If the criticisms are conveyed to him as having come from myself he may say that I have misrepresented him, - the last thing I would wish to do. Moreover as Messrs Lowden & Co. are the Managers of the Transport Company the criticisms coming from them would doubtless carry more weight.

Stanley F.I.

July 7th 1914.

ORIANA, via Punta Arenas.

July 20th

14.

468.

Sir,

I wrote last per Oronsa, which left on the 7th instant.

2. Since the departure of the last mail I have been able to go more fully into the proposed West Falkland mail contract, and the more one thinks of this, the more one is impressed with the impossibility of some of its provisions. The fundamental objection arises from the fact that it is based on the same lines as Salvesen's contract -- Messrs Salvesen were in a ~~poor~~ position to provide another steamer for the work from New Island at very short notice but the Transport Company is not, and it seems to me that all stipulations for putting on another steamer in the event of an accident to the Falkland must be cut out. I doubt very much if Salvesen's, with their experience of the Columbus, would ever sign a similar document again, and we should remember when they signed their original contract they were doing all they could to secure the Governor's goodwill and facilities for their whaling, and were doubtless willing to sign anything that would assist them in attaining that object. They succeeded, and even obtained a ~~free~~ licence for a third whaler, and I believe some exemptions or advantages for the other whaling steamers here. Under ordinary circumstances this licence would probably have been refused, even on payment of £100 a year, but they got their whaler and saved the £100. Probably they did not anticipate that some of the harsher clauses of the contract would ever have been put into operation -- when this happened, such as the demand under clause 5 for an extra trip, and finally the condemnation of

The Secretary,

London.

468 per Orissa (20.7.14) 2.

the Columbus under clause 18 their indignation could hardly be expressed. The fact that since the Columbus was condemned they have not shewn any keenness to retain the mail contract, in fact the reverse, goes to prove that the Columbus was the sprat thrown to catch the whale. If Messrs Salvesen & Co., with all the facilities they possess on the spot, such as depot, cheap coal, water supply and extra vessels, are glad to get rid of the contract, it is evident that there cannot be much in it, as it stands at present, for the Transport Company whose expenses must of necessity be much higher. Writing by last mail I said that a short contract of two or three sheets would suffice, but the Government probably prefer a long winded document, and I now submit an alternative contract eliminating the objectionable stipulations. This is merely for the information of Messrs Lowden & Company, and I repeat the request made in my memo. of July 7th that all suggestions should come as from them and not myself.

3. I enclose copy of further correspondence with the Government as to compensation for land required for making a public road to the South of Hebe Street. I had an interview with the Governor about this, and would suggest that 25 feet would seem to be sufficient. Compensation at £100 per acre will no doubt be regarded as equitable; we hold blocks Nos. 4 to 11, one acre each, and the making of a road through No. 8 would enhance the value of this land for building purposes. About two years ago I suggested that some of this land might be sold to avoid driving people outside the Common fence, and the Directors conveyed their sanction in 1103-17. The Governor told me that two persons had asked him whether he would sell any more Crown Land in Stanley, but he had to inform them that the Government had but little left, and I suggested that he should refer them to myself. Should anyone apply I would with your permission put up a one acre block (say No. 11) in two lots for auction.

4. Some passengers from Punta Arenas on the last homeward

488 per Orissa (20.7.14)

3.

steamer told Mr Townson that they feared that Foot and Mouth disease had appeared on some farm near Punta Arenas, whereupon the Governor telegraphed to the British Consul and received a reply that they had suspicious cases there. There is no Veterinary Surgeon in Punta Arenas and the Governor, with his Executive Council, decided, as it is a risk which must be avoided at all costs, to issue a Proclamation prohibiting the importation of any animals whatever. Mr Townson goes over by this steamer to inspect the cases; if it is not Foot and Mouth disease the Proclamation will probably be annulled. This will preclude our getting over the horses which Mr Allan wanted for ploughing.

5. In the concluding paragraph of my last despatch, I reported the loss of 13 casks of Tallow at Hill Cove, but on discharging the Falkland we turned out 28 casks, instead of 27, so that the loss must be 12 casks and not 13. The original specification of 40 casks was sent to you on May 11th. As soon as Captain Saanum has extended his Protest, this will be sent to you with a specification of the numbers of the casks which we have for shipment.

6. The Falkland returned from Berkeley Sound and Salvador on the evening of the 18th instant; she again had very bad weather and was not able to collect Mr Greenshield's wool from Horseshoe Bay. The Sorata is to call here for produce about August 10th; we hope to get in wool from Horseshoe Bay, Pebble Island etc. this next trip, and to be able to make an additional run to Goose Green for some of the canned meat calling in at Fitzroy, Bluff Cove and Port Harriet for the small lots there.

7. The Bonus List for 1913 is sent herewith.

8. Canning Account to June 30th will be sent you by next mail; returns from Goose Green have just arrived.

I am, Sir,

Your obedient servant,

ENCLOSURES.DUPPLICATES, (ORIGINALS PER ORONSA 6.7.14.)

Despatch No. 467.

Copy of Stanley Cash Book for May.

Copy of Stanley Journal for May.

Store Indents No. 487.

Remarks on Stores and Replies.

Costing Insurances.

MR Allan's letter to Managing Director.

Establishment Wages Return to June 30th.

Fencing Material, Statement of Sales, 1914.

Remarks on Accounts and Replies to Remarks.

Statement on Accounts.

ORIGINALS.

1. Store Indents No. 488.
2. Mr Pucke's Indent.
3. Darwin Harbour Indent.
4. Remarks on Stores.
5. Camp Wages, Return to June 30th.
6. Suggested Mail Contract with two press copies.
7. Bonus List (1913)
8. Copy of letter to Finta Basto & Co.
9. Copy of corres. with Col. Sec. re acquisition of land.
10. Plan of New Road at East End.
11. Manifest of cargo per S.S. "Falkland" Voyage 14.
12. Mr Allan's letter to F.E. Cobb Esq.
13. Remarks on Accounts.
14. Statement on Accounts
15. Specifications:-

	Wool.	Skins.	Tallow.	Hides.
S.I.	2	7	10	
H.P.	141	5	2	7
J.L.W.	8			
J.H.D.	281	5		51
B & S.		2		

JUNIN.

34th July 14.

489.

Sir,

I wrote last per Orissa via Punta Arenas on the 20th instant, and received by the Orissa on the 22nd instant your despatch No. 1134.

2. Par. 3. Mr Thompson was good enough to give me the enclosed copy of the Provisional Certificate of competency issued to Captain Seaman; I understand that the original was sent to the Board of Trade.

3. Par. 4. On June 4th we sent you a copy of an interim account furnished to Messrs Buzzi, and by last mail copy of a letter addressed to Mr James Roy; so far, we have had no acknowledgment of either, and are unable for two reasons to complete the account, (i) Mr Roy's cheque No. 20 has not been presented and we have received no advice from him either as to its having been cancelled, or, if not, of the amount of the cheque. (ii) A seaman named Manca was left behind on account of an accident, and we shall not know the total liability on that account until the man is well enough to leave, presumably on August 13th. After making allowance for all liabilities with the exception of cheque No 20 we find that Messrs Buzzi will have a credit balance of a little over £1300. The settlement of commission with J.M. Patron & Co was reported by me in January last, Despatch 455/6.

4. Par. 5. You will recollect that I have not felt quite easy as to the advances to the whaling companies, and

The Secretary,

London.

469 War Office (24.7.14)

2.

raised the question about a year ago. In 451-4 I wrote that the greater part of the advances are made when the vessels call homeward bound when we know what their catches amount to, but this applies only to those companies whose vessels call at Stanley. Most companies avoid Stanley as much as they can on account of the irritating port and customs regulations, and send letters requesting us to pay all Government charges. Hence, we are unable to send you accounts certified by the Captain or Manager. By avoiding Stanley they probably save quite £100, and are no doubt glad enough to pay our accounts without question. We cannot always furnish vouchers, for the Government people have strict instructions not to give duplicate receipts, and we must retain the originals for our cash vouchers.

5. Mar 10. I sincerely hope that the existing arrangements as regards landing and storing cargo in Stanley and re-shipping to the outstations will not be upset. In the days of the Kosmos you fixed a through rate from London, but we find that that resulted not only in financial loss but increased our accounting work here very considerably, and we had to abandon it. For some time after the ISAC took up the mail service you discountenanced purchasing on commission, but goods were shipped out direct by some farmers who were not in debt to the Company, and for handling these we charged 6/8 per ton for landing and receiving, 3/4 for re-delivery to coasting vessel, customs entry 2/6, and rent at 1/- per ton per week (vide Stanley despatch 249-7). Later this was commuted to an inclusive charge of 10/- per ton. About 1907 purchasing on commission at 2½% was resumed and the charge at 10/- was continued until 1911. After the interview that we had with Mr Salvesen at Leith in that year, you came to the conclusion that 10/- was not enough, and instructed me to write to Mr Girling to raise it to 12/-. I pointed out that to facilitate cal-

429 Mr. Goring (24.7.14)

3.

condition it should be either 11/8 or 13/4 per ton and wrote Mr Goring that we could try at 11/8 for a while, and if we found that labour of redelivery etc. excessive, to make it 13/4. When I returned, we went into figures, and decided to put it at 13/4 per ton. Some clients have at times made a mild protest when they have imported an exceptionally large quantity, and we have sometimes made a reduction when the cargo is easily handled, for instance on bales of hay, but on the whole there has been very little complaint. Since then, the labourers' wages have been increased and I do not regard the charge as excessive. One half is the landing tariff 6/8, the other half includes storing, insuring, the risk of damage or pilfering whilst in our charge, and placing alongside the coaster. It is not wise to give any differential treatment for it always leaks out and results in dissatisfaction. If you had a through rate this 13/4 must be added. The following points occur to me for consideration, and I must say that I see no advantage whatever in the through rate, but decidedly the reverse.

(1). You will recollect that several clients, whose ports are near Stanley considered themselves entitled to lower rates on homeward ~~freight~~ produce, and you had trouble about this some years ago. We were able to quell their dissatisfaction by giving them more favourable rates on their outward cargo by coaster - if you have allround through freight from London, they will again feel aggrieved. If you say you would overcome that by quoting differential through rates based on nearness or distance from Stanley, your book work and ours will be largely increased, and I am sure you will agree that the more our accounts can be simplified the better it will be.

(2). By quoting a through rate there is a possibility of a difficulty which is rather hard to explain. Mr Pole Evans informed me that Spearing & Waldron are sending out some

469
489 Per. Dunin (24.7.14)

4.

70 to 80 tons for Port Howard by the Bogota and added that the PSNC had promised them that this cargo should have the preference over all other in transshipment by the coasting steamer. Mr Evans said at once that he did not see how they were in a position to give any such undertaking and smiled about it. But the PSNC write me officially this mail that they had called on Messrs Spearing & Waldron, and as they are keen on running the latter's sailers off, I am quite prepared to believe that they would promise anything.

(3). A through rate places the PSNC in possession of information as to our charges here, which one would prefer to keep to oneself. Of course, if cargo is shipped through us, you would merely pay the PSN the ocean freight, but many ship through their own Agents, and if the through rate is to become general, you must let the PSN know what additional amount to collect and return to you for local charges.

(4) The sum total will appear rather enormous - the coasting rate from Stanley to Fox Bay and Port Howard is 20/-, to all other ports on the West 22/6. You will therefore have to add 33/4 or 35/10 to the PSN rate, which will be more than doubling the ocean freight on shipments per cargo steamer. On provisions by mail steamer the total

would be:-	Ocean freight,	45. 0
	10%,	4. 6
	Landing, etc.,	13. 4
	"Falkland",	22. 6
		<hr/>
		85. 4
		<hr/>

In your despatch you write "It would pay the Falkland to carry a lot of outward cargo at a reduced rate, and it ought to be worth the while of the Pacific Co. to cut the rate on such cargo fine." But is there not a fallacy in the above argument? Reduced rates of freight would hardly induce farmers to ~~port~~ import more than they want. They must get all they really require, and must send it by PSNC

489 Per Junin (24.7.14) 5.

and tranship by the Falkland, whatever the amount may be. One must of course in the above exempt those who send out stores in Spearing & Waldron's vessel, and it seems to me (though I may be quite wrong) that one of the principal reasons for the through rate may be the desire to cut out Spearing & Waldron's sailing vessel. Personally I think this will die a natural death - you have frequently said that there is an ever increasing difficulty in getting vessels small enough, and I know that last year they had to fill up their sailer by sending a lot of wood for Williams to sell on commission. L. Williams told me before his death that he had written to Spearing & Waldron saying that owing to our purchase of the Lady Elizabeth he could not get the prices they asked and now Mr Evans' informs me that J.L. Waldron are taking over a quantity of it.

The "Jones" this year arrived in Stanley on April 25th and only got away from Port Stephens about July 10th making a total stay in the Colony of 77 days for delivering outward cargo ~~outward~~ alone, for she left in ballast for Walfisch Bay.

6. Par. 11. The list of prices quoted in the circular to clients for Lady Elizabeth wood was drawn up by myself, and was based on the figures in the enclosed statement shewing the landed cost of wood imported by steamer by ourselves in 1911 and by Mr Packe in 1913. The circular of 1912 quoted prices for the timber imported by the "Ragnhild" - none here could touch the prices of the latter cargo, which, as you know, was imported direct from the mills at Gothenburg. Seeing that it represented quite 3 years supply, entailing considerable expense in storing and a fairly large output of capital, we naturally expect to make a correspondingly good profit - the fact that the timber has sold so rapidly must in itself be a proof that the profits were not disproportionate and that the selling prices were sufficiently reasonable to induce users to buy from us. The only differences in the

489 per Junin. (24 7 14.) 6.

Lists are for $\frac{3}{4}$ x 9, $\frac{1}{2}$ x 11 and $1\frac{1}{2}$ x $6\frac{1}{2}$ flooring, the prices for which are advances $\frac{1}{4}$ d, $\frac{1}{4}$ d and $\frac{1}{8}$ d respectively, the reason being that the sawing of thin boards costs more and results in a lot of waste. We have but little $1\frac{1}{2}$ " flooring here, and shall not be able to import it again at a figure that will enable us to sell at less than $2\frac{1}{4}$ d. The morning after your despatch arrived Mr Evans came to the Office, produced the 1914 quotation and said that his firm had gone fully into the prices, found that they could not better them and gave an order on the spot for over 6000 superficial feet of original sizes. This is surely a sufficient reply to the complaint that owing to high prices some clients intend to purchase in England and ship out, for Messrs Spearing & Waldron are able to send out wood by sailer at a lower rate of freight than others. I reported by last mail that freight would be paid by us on all larger sizes required for jetty work. If clients want a large quantity they practically always write us specially about it, and obtain either a special quotation or a special discount, and no complaint whatever has been made here - moreover at present we are selling the wood as fast as we can cut it up and ship it away by the coaster, the sawing machinery going all day and every day. If it is considered that the prices are too high, would you correct the list, and I will send round a fresh circular.

7. Par. 13. The resolution passed at the General Meeting relating to the officers of the Company is much appreciated; the changes in the Directorate are noted, and in accordance with your instructions despatches will be addressed to the Secretary.

8. Copies of telegrams from Valparaiso as to the call of the "Junin" are sent herewith. As she does not call at London I tried to cable Valparaiso on the night of the 24th to give them an opportunity of deciding whether we should send London cargo or not, but the message did not get through. Next morning we received word that the Junin would be in on Sunday morning

489 per Ocean. (24.7.14)

7.

and asking whether there would be cargo. In view of the anxiety of the Valparaiso Manager that the Sorata should be relieved as much as possible I advised Captain Dornay to take what he can as the Governor is allowing Sunday loading on this special occasion. I wish to close this Despatch today, Saturday, and will write a short supplementary letter tomorrow reporting shipment, if any, by the Junin.

8 The "Falkland" left yesterday at 4 p.m. with mails and passengers for the West Falkland and we learn by telephone from Darwin that she arrived at Brenton Loch at 9 a.m. this morning (after having called at San Carlos).

I am,

Sir,

Your obedient Servant,

ENCLOSURESDUPLICATES. (Originals per Crissa 22.7.14.)

Despatch No. 268½

Store Indents No. 488.

Remarks on Stores.

Bonus (1913) List.

Copy of letter to Secretary, July 21st.

Remarks on Accounts.

Statement on Accounts.

ORIGINALS.

1. Copy of Provisional Certificate to Capt. Sammam.
2. " letter to Thos. Buzzell & Co. with copy of account.
3. Table of timber prices.
4. Copy of telegrams received and despatched.
5. Replies to remarks on accounts and remarks.
6. Statement on Accounts.
7. Parcel receipt for box per Junum.
8. Specifications:-

	Wool.	Hides.
F	145	
S & S.		44

Oriana.

August 12th 14.

470

Sir,

I wrote last per "Junin", which left on the 27th July.

2. The letters from Smith and Whittaker of H.M.S. "Glasgow" are returned herewith, together with extract from letter from the Engineer-Commander.

3. Mrs Hansen has written asking whether in the event of it being possible to obtain rams direct from New Zealand, you could procure for her two Corriedale rams to cost not more than £60 each landed in Stanley. An advertisement with illustration is enclosed herewith.

4. You will see from the list of Stanley Ledger balances that Mr H. Waldron's account shews on June 30th a debit balance of £1650. He has since sent in a cheque on London for £200 and there will be the credit for all his produce which is now awaiting shipment. The Colonial Government has approved his purchasing the freehold of Beaver Island for £1753, to be paid in seven years as follows:— £175. 4. 0 on April 15th next, and on April 15th for the next six succeeding years the sum of £391. 2. 1, see copy of letter from the Colonial Secretary attached. This gives us good security for our advances, but if we have to find nearly £300 a year for the next six years Mr Waldron's account will shew a heavy debit balance, and the Directors will doubtless consider the question of obtaining a mortgage from him.

5. We are sending the usual half yearly accounts current by this mail, but deem it advisable to send your copies by some other vessel in case of mishap. The interest on accounts

The Secretary,

London.

470 per Oriana (12.8.14)

2.

will be lower in consequence of the ~~100~~ cheques from Messrs Buzzi & Co which bear interest on the credit side from the date of their receipt by us.

6. We have now thoroughly repaired the motor boat and replaced the engine in her, but the water service pipe will have to be renewed as it is defective; after a few revolutions the engine heats.

7. Owing to the outbreak of war the whole place is in a ferment. Volunteers have been called out on active service, and our usual staff is depleted in every direction. We had practically run out of flour; I had indented for some from Vorwerk, and telegraphed requesting that the order might be increased, and received a reply that the Chilean Government had prohibited the export of all foodstuffs. I thereupon telegraphed to Buenos Aires and Monte Video, and received a reply from the former that the price had advanced 60% and that we should have to forward gold as all the Banks there were closed. Monte Video telegraphed that they could ship 300 bags by the Oropesa, with some corn and cases of kerosene. At that time I did not know what the Bogota was bringing, and since her arrival no messages can be got through by wireless owing to atmospherics. I fear therefore that the amount of corn and kerosene ordered from Monte Video cannot be reduced, but we shall doubtless be able to do with it.

On receiving news of the outbreak of war the Governor requisitioned the Samson to bring Doctor Turner in from Fox Bay to take charge of the Volunteers, who are now quartered in the Parish Hall, the Wireless Station, the Lighthouse, Sappers Hill and Yorke Bay.

8. The Bogota arrived yesterday and will be here for some days as the Governor will not allow any lights at night, and will not permit workmen to go on board. They are therefore only able to work two gangs, and only during daylight.

9. The Sorata was due to arrive on the 10th instant to 10

470 per Oriana (12.8.14)

3.

wool etc. In view of the unsettled state of affairs at home I sent a wireless message asking whether you wished us to ship produce, but have not received any reply. - should she arrive I propose, in the absence of any instructions to the contrary, to ship everything she can take. She, too, will be very considerably delayed, - in addition to the shortage of men on account of active list service, we have lost the services of the foreman labourer, Busc, who is a German. The Governor received instructions to arrest as prisoners of war all German reservists, and he has interpreted this to mean all men of German nationality. I tried to induce him to restrict it to those who had done military service, but without success. It would have been very inconvenient to keep them locked up here, so he has allowed them to go to the Camp, reporting periodically to a Justice of the Peace.

I am, Sir,

Your obedient servant,

ENCLOSURES.

DSP 10 TH. Originals per "Junin" July 26th.

Despatch No 269

Table of timber prices

Remarks on accounts and Replies . .

Statement on accounts

Copy of Letter to Secretary

Specification & Bills of Lading for Junin

ORIGINALS.

1. Copy of Stanley Cash Book for June
2. Copy of Stanley Journal for June
3. Cash Voucher, West Store, for June
4. Store Indents Nos. 489
5. Remarks on Stores and Replies to Remarks
6. North Store Indent
7. Ledger Balances to June 30th
8. Consular Insurance
9. List of Store Debtors to June 30th
10. List of Butchery Debtors to June 30th
11. Manifest of cargo per "Falkland", = Voyage 15
12. Copies of telegrams despatched
13. Copy of letters to Governor re German Consulate
14. Copy of correspondence with Colonial Secretary re Volunteers
15. Copy of letter from Colonial Secretary re purchase of Beaver Island
16. Extract from letter from Com. Shrubsole & letters of application ^{returned.}
17. Particulars of cases of Goose Green products
18. Memorandum re telephone poles per "Falkland"
19. Mr. Allen's letter to Managing Director.
20. Cutting from "Pastoral Review" re plans for Mrs. Hansen
21. Shipping Report
22. Remarks upon accounts
23. Statement upon accounts
24. Copy of accounts Current:

Holmsted & Blake, Ltd.
 J. L. Aldron, Ltd.
 Dean & Company
 J. H. Dean
25. Letter for F. E. Cobb Esq.

Oriana

August 14th

14

471.

Sir,

1. I received by the P.M. "Boget" on the 11th inst. at your despatch No 1135.

2. Mr Greenfields has now sent in the transfer forms for 100 shares in the Falkland Islands Transport Company duly executed, and the same are enclosed herewith.

3. The S.S. "Sorat" arrived on the morning of the 11th inst., and is loading all the produce we have on hand, including the hides and tanning products from Goose Green, with the exception of 12 cases of 6 Tongues which are retained here for sale locally. The Falkland arrived from Goose Green on the afternoon of the 12th and went alongside the Sorat next morning to discharge her cargo direct.

4. I received from Punta Arenas a letter from the agents of the P&O, as per copy enclosed. No telegraphic instructions as to doubling the steamer fares were sent, so that tickets already issued at the original rates will have to stand.

5. I regret that it has been impossible to forward you the tanning returns up to June 30th last, but I hope to be able to do so by the next homeward mail.

6. I am in some doubt as to dealing with shortages and damage to cargo by the mail steamers. We have always claimed on the P&O and recovered the amount after reference to them, but of late the West Coast Manager has sent me a copy of the Consular Protest made at Valparaiso or Callao, which usually arrives after the claim has been

The Secretary,
London.

471 per Oriana (14.S.14)

2.

referred home. I enclose as of last week the copy of report lost just received in connection with damage to cases of oil per Oriana, and send with it a copy of statement of claim which was sent to the P&O last mail.

August 18th. The first news of the Oriana was received last night: we have a wireless that she will be here in the course of the morning.

7. The Bogota finished discharging on the night of the 15th and left next morning (Sunday). In reference to what I wrote as to the difficulty of dealing with so much as 1200 tons of outward cargo by one steamer I may mention that we now have 2 bulks with as much coal and heavy cargo as they can carry without leaking, the 2 schooners and 2 lighters quite full of cargo, the 3rd lighter about half full. Today the Oriana will arrive with 70 packages and the Trojes tomorrow with probably another 100 tons. The Captain of the Sorata wanted 20 labourers to enable him to get away, and we spared him all we could. I have just a handful of men emptying a lighter as fast as they possibly can and hope that the Trojes's cargo will be small. Under these circumstances it will be seen that the Falkland's work is bound to be delayed - we cannot spare a single man for her.

8. The Sorata finished loading and left on the afternoon of the 17th. I mentioned in par. 9 of my first despatch that I had telegraphed to you for instructions as to shipping cargo by her but have had no reply. - Captain Beale of the Bogota afterwards told me that the telegraph company will accept messages in clear only in which case the telegram may not have reached you. The P&O Liverpool have not cabled me anything at all. We have kept back 12 cases of ox tongues for sale locally, but everything else from Goose Green has been shipped. In taking in our ballow at Goose

For Origin (28.8.14.)

3

Green and Packer Brothers' lot at Port Howard, the
Falkland damaged one cask of each mark so badly that they
are beyond repair and I propose to send these back to George
Green later to be re-cased. You might feel disposed to
purchase Mr Buckworth's from him at the average price
realised for his lot, thus saving shipping a single cask
for him later; we will then make only one claim on the
Falkland for the damage. Sundry other casks are so
defective that Captain Jenkins cannot carry them below, but
is willing to take them on deck against a letter of
indemnity. I thought this preferable to keeping them back -
he has promised to keep them covered and to take all
possible care of them. A bale of wool and a bale of skins
believed to be the V.M.D. mark, were lost overboard. These
had been slung by our men just before the dinner hour but
the steamer's crew did not report the loss until the
Bills of Lading were being signed hence we are unable to
give the marks and numbers, and the same can only be as-
certained on discharge in London. Copy of specification
and duplicate Bills of Lading of her cargo are forwarded
herewith. Alternative telegrams for reporting the ship-
ment will be sent to Monte Video for transmission, if the
Telegraph Company will not accept the coded message, the
particulars of shipment must be cabled to you in clear
so as to ensure the information reaching you.

I am,

Sir,

Your obedient servant,

ENCLOSURE 5

))))))))))

1. Store Indents Nos. 489
2. Manifest of Cargo per Falkland, voyage No 10
3. Copy of correspondence re German Consulate
4. Copy of correspondence with W. Lowden & Co.
5. Copy of letter from P. & A. C. Puma, re passages
6. Transfer Forms of 100 shares in F. & T. Transport Company, Ltd.
7. Copy of Consular Protest, original
8. Copy of letter to P. & N. C. Liverpool, with copy of account
9. Copy of alternative telegrams via Monte Video
10. Memorandum re telegrams
11. Memorandum re H. & W. Wool, per Sorota
12. Statement on accounts
13. Specifications:-

FOOT SKINS HIDES

H.B.C. 33 10

D.H. 5

F.I.C. 1040

14. Copy of Specification & duplicate Bills of Lading of shipment per Sorota.

ORISSA,
472.

September 10th 14.

Sir,

I wrote last by the Oriana which left on August 19th and received next day by the Oropesa your despatch No. 1136.

2. 1136-5. Copy of further corres. with Buzzi & Company is sent herewith. You will probably agree with me that the tone of their letter does not strike one as being very pleasant.

3. Par. 6. The decision of the British Foreign Marine Insurance Company agreeing to a fixed price of 30/- for reconditioning a bale of wool dropped overboard is satisfactory.

4. Par. 7. After experimenting again with the Fielding & Platt oil engine we came to the conclusion that the defect must have been imperfect combustion of the vapourised paraffin. We think that the gummy deposit on the piston and cylinder walls cannot have been due to bad lubricating oil -- at one time when the deposit was worst, the same sticky substance was spat out of the exhaust pipe, running down the outside of it. Acting on the assumption that imperfect combustion was the cause of the trouble Mills tried the engine with the small blow lamp playing on the ignition tube at the side of the vaporiser, and with this going all the time, we found the engine ran well for weeks with the same lubricating oil as before, which is Price's Gas Engine Cylinder oil. Before closing this mail we will run the engine again without the lamp and see whether there is a recurrence of the

The Secretary,

London.

472 per Orissa (10.9.14)

2.

tarry deposit, if so, we may conclude that it is due to imperfect combustion. The special lubricating oil did not arrive by the Oropesa, but we shall be glad to have it for the piston and cylinders are shewing signs of wear, which may be due to the present lubricating oil being too thin. Mills does not think it necessary to have the oil filter recommended by King, Bray & Co. we are able to use up all the dirty oil on the line shaft and the saw benches.

5. Par. 8. We are glad to hear that Weiss had quite recovered, and that you will arrange an agreement with him.

6. Par. 11. The question of gratuities to Captain Saunum was dealt with some time back in my letters to Mr Cobb, and especially in my letter to Mr Connell dated May 9th, a copy of which was sent to Mr Cobb at the time. I feel sure that Mr Dean is under a misapprehension in supposing that any discussion which his manager may have had with Captain Saunum arose from the matter of a gratuity. You have always impressed on us that tallow and wool should not be stowed together, and in your despatch No 1133-14 you wrote again "You should caution Captain Saunum not to stow wool on the top of Tallow". He has therefore standing instructions not to do so, and when Mr Robertson spoke of shipping tallow, naturally said that he could not take it. When I found that there were only 5 casks which could be stowed under the store room without having to put wool on top, I said it could go. As to Captain Saunum "roaring like a bull from the steamer" I need hardly say that nothing short of shouting would be of any use if he was to be heard on shore, but I gather Mr Dean does not wish Mr Robertson's letter to be taken quite au pied de la lettre. I may add that you are aware that the PSNC have written specially that they have had to meet so many claims for tallow damage that they will make only one shipment in the year when all tallow is collected. Under these circumstances there is no object in collecting tallow by the

472 per Orissa (10.9.14) 3.

Falkland earlier than June to the exclusion of wool. The Falkland was bound for Port Stephens on June 29th, but at the special request of Mr John Dean called at Port Edgar instead in order to land some materials ex "Janes" which Mr Robertson wanted at that port. I mention this in connection with Mr Dean's remark that the tallow might have necessitated a special trip.

7. Para. 12. A copy of further corres. with Salvesen & Comp. is sent herewith. You will see from their letter of March 27th copy of which was enclosed in despatch No 466, that they wanted from us "a clear and definite statement that the "Columbus was not permitted to trade inter-insularly," and they now express surprise at my reply. In my letter to them by this mail, I am pointing out that the mail of November 1913 brought news that the Falkland that she would take over the whole of the work hitherto performed by the Columbus, and the question of the latter continuing to trade dropped. At that time we were in constant communication with the Administrator, Captain Dickson, and kept him informed of what was going on. I presume therefore that as he knew that the Falkland would take over the work, he did not consider it necessary to reply to Salvesen's letter of October 11th.

8. In the course of conversations with Mills as to various matters connected with the Falkland we have discussed coal consumption, water consumption and electric light, and at my request he jotted down some notes, copy of which are sent herewith. The matter of fresh water supply is somewhat serious for during the dry spell of the summer months here, it is practically certain that the storage in the reservoir will not suffice for her requirements. The Columbus always had New Island to draw upon, but the Falkland has not. You will see from Mills' notes that he thinks that an auxiliary condenser would be a much more useful addition to the boat than accumulators - the notes are sent purely for information, several points are

472 per Orissa (10.9.14.) 4.

doubtless open to criticism especially from anyone who wanted to supply accumulators, but they may be of use to the Owners of the vessel, and are sent with that object alone..

9. The extended Protest of the "Falkland" dealing with the loss of tallow at Hill Cove and damage to the boats at Pebble Island is sent herewith, together with account of the cost of repairing the boats.

10. Would you kindly settle with Messrs Lowden and Company the charge we should make for receiving the "Falkland's" coal into our hulks and for storing the same. There is the original quantity with which she arrived, which was discharged into and stored in the Capricorn, after that was consumed she purchased from our stock, and now the "Bogota" has brought 306 tons which is likewise being stored in the hulk. It seems to me that a fair charge would be something in the neighbourhood of 4/- per ton, or if you prefer it, you could ask for a fixed sum per annum for the use of the hulk, which has been practically reserved for the "Falkland's" use.

11. Freight on flour, corn etc. from Monte Video by the "Oropesa" was charged at double the usual tariff rate, see Bill of lading enclosed. With the increase of initial cost and double freight the flour costs 40/- per bag landed and kerosine 16/6 per case. It is difficult to see why the outbreak or war should be made the pretext for doubling freight between Monte Video and here and I presume that you will take the question up with the P.S.N.C. Our 20% rebate off ordinary rates is claimed at the end of every year and debited to the P.S.N. account. I wrote to the West Coast Manager asking whether the doubling of the fares was to be applied here, and have received a reply by telegram to charge 25% extra only, which is much more reasonable.

472 per Orissa (10.9.14)

5.

12. Statements to June 30th giving detailed accounts of Canning materials used and on hand, and of total expenses of the season 1913/4 are sent herewith. As compared with last season the materials used are £640 more and the wages from £500 to £600 more. Last year's return shewed wages £1949, but this represented the first six months of the year only. The increase of expenses is of course accounted for by the factory running considerably longer on account of cattle killing.

13. The Governor has received a telegram from the C.O. on the subject of the Prince of Wales Relief Fund and a copy of the circular on the subject is enclosed herewith. Subscription lists are being opened in Stanley and the different stations. I do not know whether the Directors will wish to make any contribution on behalf of the Company.

14. Mr Townson reported that there was undoubtedly a mild outbreak of Foot and Mouth disease amongst some cattle at Punta Arenas, but he was told that they had had this some four years ago. Some precautions are being taken there, but as they have no English veterinary surgeon and legislative machinery, there is no proper organisation. The prohibition against the importation of livestock from Chile therefore remains in force. I understand that there is a similar prohibition in Argentina against Chile.

15. Since writing par. 4 we have had the Fielding & Platt engine running without the small lamp burning at the vapouriser, and it has been going very satisfactorily. Mill is at a loss to account for the original trouble, but it may be that the whole plant has shaken together better. Any rate it is running quite all right now.

I am,
Sir,

Your obedient servant,

ENCLOSURES.

1. Copy of Stanley Cash Book for July.
2. Copy of Stanley Journal for July.
3. Cash Voucher - West Store - for July.
4. Store Indents No. 490.
5. Remarks on Stores and Replies to Remarks.
6. Coasting Insurances.
7. Copy of correspondence with Chr. Salvesen & Co.
8. " " " " Thos. Buzzi & Co.
9. Return of Canning Materials used and on hand - with 2 copies.
10. Memorandum re Canning Expenses Season 1913-1914.
11. " " Electric light on "Falkland" - with 2 copies.
12. " " Telephone Poles for J. J. Felton's Estate.
13. "Falkland" - Extended Protest with list of H. & B. tallow lost.
14. "Falkland" - Manifest of cargo Voyage 17 arriving Stanley 10 Sep.
15. Copy of Circular re Prince of Wales National Relief Fund.
16. Copy of B/I Shipment per Oropesa from Monte Video.
17. Statement on accounts.
18. Replies to Remarks on accounts.
19. Shipping Report.
20. Letters for the Following:-

F. F. Cobb Esq.

The Secretary,

F. A. Holmsted Esq.

H. J. Piteluga Esq.

Mrs Geo Scott.

Specifications,

	Wool.	Skins.	Tallow.	Hides.
L.	8		10	25.
H.	48	4	22	23.

S.S. "Orissa"

September 12th 14.

475.

Sir,

We have received a message that the "Orissa" will arrive at 4 p.m. today.

2. On the night of the 10th I received a telegram from the Agents at Monte Video "Orissa leaving Liverpool 11th. Not calling yours", and at the request of the Governor I sent a message at once "When will outward 'Steamer' call Falklands". Apparently we shall not have an outward mail here before the end of October at the earliest - the Government are naturally anxious to be able to send some definite information round the West Falkland as to mails.

3. In despatch 454/4 of December 6th last I reported the loss of 5 bales of wool at the Jason Islands; the statement asked for from Mr Hansen reached me on the 10th instant only and is most meagre.

I am,

Sir,

Your obedient servant,

The Secretary

London.

ENCLOSURES.

Copy of letter to W.Lowden & Co., with account.

Copy of letter to the Pacific Steam Nav.Co. Liverpool with account.

Supplementary Statement on Account.

Mr J.Hansen's declaration re loss of 3 bales wool.

OROPESA.

October 7th

14

474.

Sir,

I wrote last per Orissa which left on September 12th, and have no despatch from you to acknowledge.

2. I think it would be advisable for the Stationholders resident in England to take without delay some steps in the matter of the representation of the sheepfarming interest on the Legislative Council. The Official Gazette of August 1st contains an announcement of the confirmation of the provisional and temporary appointment of Mr G.J. Felton as the Unofficial M.L.C. "for a period of one year in all, i.e. to 7th January 1915," and I think it quite probable that, as Mr Felton is not a persona grata with the present Governor, he may recommend someone else for the permanent appointment. I do not see whom else he could recommend but Mr G.I. Turner who is Manager of Williams' Estate. Mr Turner has filled the temporary vacancy at different times, but is quite useless for any effective criticism of undesirable legislation. There can be no question that one of the Unofficial Members should if possible be a practical farmer, and Mr Felton is, in the absence of Mr Packe, the only farmer resident on the East Falkland who is suitable for the position. The Unofficial Members are placed on the Council for the express purpose of criticising, but a Governor naturally prefers members who will fall in with his views - the present Governor knows that Mr Felton is not one who would do this just to curry favour, but Mr Turner would, hence he will probably recommend the latter unless some step is taken to prevent it. I cannot think of any better method than a representation from the

The Secretary, London.

474 per Oropeza (7.10.14.)

2.

Station owners in England, and append a list which shows that they represent 75% out of the total number of Sheep in the Islands, and consequently what a preponderating interest they have in the Colony. I send also a short draft letter which might serve as a basis for their representation to the C.O. Apropos of this I hope that some day the C.O. will be invited to recognise a small committee of say three Falkland Islands station owners who have permanently retired to England to whom they might refer as a consultative or advisory body. I am reminded of the recognition by the C.O. of the West India Committee in London - on certain general questions they frequently wrote to the C.O. and were at times instrumental in checking undesirable legislation. Of course the Committee was a thorn in the side of many Governors, and this fact was in itself a proof of its usefulness. There is no newspaper in the Islands and no means whatever of conveying an expression of public opinion to the C.O. - such a Committee as I have suggested would be able to afford useful information and would be a medium for the expression of opinion from those who have passed many years of their lives in the Colony and have a large stake in it. The circulation of a memorial round the Stations here takes quite three months, and moreover such letters, when signed by managers only, do not carry the weight they used, owing to the fact that so few owners are resident in the Colony.

3. In despatch 461-2, I undertook to let you know the actual cost of stevedoring the Falkland's outward cargo. Last voyage she took a very mixed cargo amounting to 300 tons in all, and the actual amount of wages paid to our men was £25.18. 3. Some part of their time was taken lightering cargo from the Lady Elizabeth and in trucking goods from the Stores down the jetty. Even deducting as much as one third for this, you will see that 1/- per ton barely covers our out-of-pocket expenses.

4. I enclose a copy of corres with the PSNC, Valparaiso, on the subject of the increase of passenger fares, and think it better to ask you to deal with the matter direct with the PSNC Head

474 per Oropesa (7.10.14)

3.

Office. I am sending the latter a copy of the corres. with Valparaiso informing them that as it is preferable to avoid controversial corres. with Valparaiso we are merely acknowledging the letter. The Oriana, for which tickets were issued, was due on the 13th instant, and naturally the tickets had been issued some days beforehand. The letter from the Agent at Punta Arenas communicating the telegrams reached us by the Sorata on the 13th, some days after the tickets had been issued. The ticket for Miss Blaber, Nurse Matron of the Hospital, was issued on the requisition of the Colonial Secretary, copy enclosed, at the usual rate payable by the Government. The cost of this was collected from the Treasury at the end of the month at our usual settlement. Mr A.C. Kirwan is Treasury Clerk invalided to Buenos Aires by order of the Colonial Surgeon to consult an oculist - we issued him on the 10th August one of the usual "tourist" tickets which allow a return first class ticket for single fare, but in this case declined to give Government reduction. Mr Pearson writes that we act upon advices received from Punta Arenas as to the steamers' sailings and cargo space allotted, but there is no analogy whatever between that and the question of raising fares. Mr Pearson ignores or is unaware of the fact that there is a special contract between the PSNC and the Post Office for the Falkland Islands mails, and that the contract stipulates that Government servants shall be carried at special rates. If the PSNC want us to make alterations in the rates surely they should cable us instructions direct. They may raise fares at Punta Arenas, but in view of the fact that there is a special mail contract with the Falklands, it does not necessarily follow that the increase would apply here. If so, they should cable me so direct either from Liverpool or Valparaiso. It raises the point from whom we are to take instructions - if double fares are worth collecting here, it is worth the cost of a telegram to us to that effect. My answer to Mr Pearson's letter is shortly -

474 per Oropesa (7.10.14)

4

the tickets were issued before the receipt of the letter from Santa Arenas, and even if we had received it before I am of opinion that the Government would under their contract have been entitled to demand passages at the old rates.

5. In my last despatch I mentioned that on September 10th a telegram arrived from the Monte Video Agents to the effect that the Orita would leave Liverpool on the 17th, but would not call here. On the 15th however they telegraphed that the Orita would call, so presumably she will arrive about the middle of this month. On October 4th I received a further message "Oronsi leaves Liverpool 15th October calling yours", and we gather from this that the mails will be arriving fairly regularly. The Governor has been considerably exercised as to the question of supplies, especially flour, and telegraphed to the Colonial Office asking them to get one of the New Zealand steamers to drop about 50 tons of flour here. The Colonial Office replied that this could not be done, and asked whether they should send it by the steamer leaving Liverpool in October. I talked the question over with him, and said that if flour were procurable I was sure that you would ship it out, and subsequently wrote him a letter, copy enclosed, telling him what stores we have ordered. On the strength of this he is not asking the Colonial Office to send out any provisions. It is undoubtedly preferable that we should keep the importing of provisions in our own hands if possible.

6. On the 3rd the S.S. "North Wales" arrived with cargo for the Admiralty and was followed on the 5th by the "Benbrook" with a similar cargo. This morning the S.S. "Elm" arrived in Stanley after having discharged her cargo into cruisers at Sea and at Port Edgar. We hear that H.M.S. "Good Hope" and other cruisers left Port Edgar hurriedly as

474 pwr Oropesa (7.10.14.)

5

response to an urgent message from H.M.S. "Glasgow" which was
engaging a German cruiser somewhere at sea.

7. The New Zealand Shipping Company's S.S. "Rotorua"
lie to
has instructions to go off Cape Pembroke for orders and the
Governor will place a mail on board. She is expected early
tomorrow morning.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.DUPLICATES (Originals per Orissa, 12.9.14.)

Despatches Nos. 472 and 473.
 Copy of Stanley Cash Book for July.
 Copy of Stanley Journal for July.
 Store Indents No. 490.
 Remarks on Stores and replies to remarks.
 Coasting Insurances.
 Memo re Canning expenses. season 1915-4.
 List of H & B. tallow lost.
 S.S. Falkland - account for August and September.
 Remarks on Accounts.
 Statement on Accounts.
 Mr Allen's letter to Secretary.

ORIGINALS.

1. Copy of Stanley Cash Book for August.
2. Copy of Stanley Journal for August.
3. Cash Voucher - West Store - for August.
4. Store Indents Nos. 491.
5. Remarks on Stores.
6. Darwin Store Indent.
7. Mr Packe's Indent for Seeds and hardware.
8. Coasting Insurance.
9. Copy of correspondence with P.S.N.C. re passages.
10. Copy of Consular Protest - S.S. Orissa.
11. Copy of proposed letter re representation on Legislative Council.
12. Copy of letter to Salvesen & Co. Oct. 6th.
13. Copy of letter to W. Lowden & Co. Oct. 6th.
14. Manifest of cargo per S.S. Falkland - Voyage 18.
15. Establishment Wages Return - July 1st to Sept. 30th.
16. Copy of telegram received.
17. Copy of letter to Governor, Sept. 30th.

18. Remarks on Accounts.
19. Statement on Accounts.
20. Mr. Allen's letter to Secretary.
21. Shipping Report.
22. Letter to P.E. Cobb Esq.
23. Specification of Goose Green Produce.

Specifications:-

	Wool.	Skins.	Tallow.	Hides.
C.C.W.	11	1		
B.B.C.			10	31.

R.M.S. OROPESA.

October 12th

14.

475

Sir,

On the 7th instant we closed up a despatch in anticipation of the arrival of the Oropesa, and on the 10th I wrote you a hurried letter expecting that the mails would have been sent to Monte Video by the collier "Flawyl", but I learned subsequently from the Governor that although the Admiral had sent his mails by her he (the Governor) thought it would be safer to wait for one of the P.S.N.C. steamers.

On the night of the 10th I received a wireless message from Monte Video that the Orita had left there at 3 p.m. that day, so she will presumably arrive here tomorrow. The S.S. "Benueza" asked by wireless whether there were any of the enemy ships about, to which the Governor replied "do not use your wireless": this probably alarmed the Captain, and he must have gone on direct to Monte Video.

2. H.M.S. Good Hope arrived here on the 8th instant, and has requisitioned all that we can possibly supply in the way of provisions and engineer's stores. We are therefore sending fairly heavy indents to replace these, and hope that you will be able to get the same shipped out. Accounts and draft on the Admiralty will be sent in due course. She has filled up with coal from the S.S. "North Wales", and other cruisers may call to bunker at any moment. So long as they have coal here

The Secretary

London.

475 per Oropesa, (12.10.14)

2

they are pretty sure to arrange for its protection, and we are consequently fairly safe from attack.

3. Mr. G. L. Stokes with two other gentlemen have been here for six weeks investigating the quality of the guano available. They have gathered some 15 to 20 tons from Kidney Island for shipment by first chance. Mr. Stokes had a letter of credit for \$445 from the R. M. S. P. Company, - he brought out a supply of stores and tents expecting that these would be required on some of the outlying islands. Owing to the impossibility of working on these, such as Bird or Beauchene Island, they confined their work to Kidney Island, and did not therefore require the stores, and we were glad of the opportunity of taking them all over. The \$400 which we are asking you to pay to Messrs. Van Gelder & Company is the balance of funds which Mr. Stokes will not need.

4. We are keeping the men usefully employed on various jobs; the labourers were all working for Mr. Stokes for a few days, and we have had an opportunity of getting some of the flooring ashore from the "Lady Elizabeth". All her cargo needs to be turned over to allow dry air to get to it; some of the wood, especially the flooring and lining, is showing signs of rot, and we must endeavour to arrest this. The "Lady" left last night for ports in Salvador with cargo ex Bagota. During her stay in Stanley this time her boilers have been cleaned, caloon and shop painted, and the steam pipes on deck repaired.

5. Since writing the foregoing the Governor has had a cypher message from the Oropesa that she will arrive about 5 p.m. today. The Captain added the words "Oronzo mail", meaning no doubt that he has on board the mail for here dispatched by the Oropesa.

I am,

Sir,

your obedient servant.

"Benbrook" via Sandy Point.
476

21st October 14.

Sir,

I wrote last per Oropesa which left on the 12th instant. I received by the Oropesa your despatch No. 1137 per Oronso via Punta Arenas, and by the Orita on the 13th instant your despatch No. 1138. The latter came in unexpectedly early and I had no time to acknowledge by her the mails which the Oropesa brought.

The original of your telegram of August 1st instructing me to ship meat as soon as possible arrived only by the Oropesa - it is very satisfactory indeed that all the Goose Green produce was got away by the Sorata.

2. The collier "Benbrook" has been ordered to leave early tomorrow morning, and I have just an hour in which to write a short despatch which will take the form of a diary of events of the last week. The destination of the Benbrook is not known, but she is to pass Punta Arenas, and will land a mail and letters there.

October 15th. Falkland returned from stations in Salvador waters. 16th and 17th discharged a little cargo and commenced loading wood etc for San Carlos and Hill Cove.

Sunday. 18th. At the Governor's request Mr Packe and I called on him at Government House, and were informed that Admiral Sir C. Craddock had learned that 5 German cruisers had concentrated on the West Coast, and that he and the Governor took a serious view of the situation, in fact they had come to the conclusion that it was their duty to advise heads

The Secretary,

London.

476 per Banbrook (21.10.14) 3.

of families that women and children would be safer away from Stanley. The Governor said that the Admiral did not wish any notice published until after his departure on the 22nd instant, but I pointed out that if they intended to issue this advice at all it should be done as soon as possible, more especially as the Falkland would be leaving on the Tuesday for the West, and could not be back for a week. The Governor said that the Admiral's opinion was that the Germans might slip through, and if they attacked Stanley, it would be in a week or a fortnight. In reply to our questions to whether a vessel could not be left the Governor said the Admiral had received positive orders to go and meet the Germans if possible, and he therefore had no option. The Governor eventually decided to have a Council the following day to deal with the question. H.M.S. "Canopus" arrived at 9pm. October 19th, Monday. Notice advising heads of families that women and children would be safer away from Stanley was issued. The Governor desired that the Falkland should take out as many as possible to the West, and asked that a reduction should be made in the fares. Seeing that the usual fare carried with it the right to accommodation, and that it would be impossible to give this to the number who wished to go, I said that we would charge one half the tariff rate.

October 20th, Tuesday. The Falkland left at 5.15 p.m. for Port Howard, Fox Bay, Brenton Loch, Great Island and Port Stephens with about 100 persons, a large proportion of whom were young children.

October 21st, Wednesday. The Samson left this morning with about 50 people for stations in Berkeley Sound and at the moment of writing (5 pm) I have received a message that she has landed them all safely and has started back for Stanley. The whaler "Hanka" put into Brenton Loch yesterday to ascertain whether any mails had arrived from England - the Governor promptly sent out a message by telephone ordering her to

476 Bar Benbrock (21.10.14) 3.

Stanley to assist in the work of removing women and children.

She arrived at 6.30 am and leaves this evening with about thirty people for San Carlos. From there she goes to Port Howard and we have arranged that she will run Mr Miller and family round to Hill Cove.

Future arrangements are - the Samson will take some 30 or so to Fitzroy tomorrow or Friday towing the Lafonia there.

I have had her sails and equipment replaced on board, also stores, bedding etc. - I propose to leave her anchored at Fitzroy for safety. As soon as the Falkland returns she will go to Ports in Salvador water with "refugees", and more provisions. Several people are anxious to go to Darwin and these will be taken by the Falkland if she makes quick trips to the

West and Salvador, or failing her, by the Samson towing the Gwendolin. I do not like to run the risk of towing a schooner full of women and children if it can possibly be avoided. The scheme would have the merit of safeguarding the Gwendolin - it seems to me to be running a big risk to avoid a small one.

Should the cruisers come here they might destroy the Falkland and the schooners and would take all the stores they could lay hands on; I feel it incumbent therefore to take some steps for safeguarding the vessels and for distributing stores at the stations.

The collier "North Wales" after discharging half of her cargo left on the 20th and the same day the collier "Langoe" arrived. She and the Benbrock are ordered to sea early tomorrow. The German cruisers are I understand the Scharnhorst,

Gneisenau, Karlsruhe, Danzig, and Leipzig (or Bremen) and an armed merchantman. The British squadron consists of the Canopus, Good Hope, Monmouth and Glasgow and the armed merchant-^{so} man Otranto. Our squadron is much inferior in speed, the Canopus steaming only 16 knots, that it is impossible to catch them separately. Now that they have concentrated and are superior in numbers and armament (except for the Canopus) to our vessels they may be inclined to give battle.

476 per Benbrook (21.10.14) 4

If their object is to harry British shipping, or to free their own merchantment interned ^{at} in Punta Arenas and at Coast ports, it is quite likely that one cruiser might be told off to come this way, in this case the primary object would be to destroy the wireless station, and the Governor is employing the Volunteers in building a high earthwork rampart all round the power house. If a cruiser succeeded in avoiding our ships and had only an hour or two to spare in which to shell the station from the South or East this might save it.

Personally, I think that this is the extent of our danger. I doubt whether the Germans would risk landing many men, unless of course they were victorious in any action against our vessels, a contingency which we do not of course anticipate.

I am glad of the opportunity of sending you this hurried account now. Time will probably show that all these alarms have been unnecessary, but it is easy to be wise after the event. I have the impression that the danger of Stanley being destroyed is no greater now than it has been during the last couple of months, and had the Governor issued this advice solely on his own initiative I should not have felt inclined to take much notice of it. But as the Admiral feels it his duty to give such a warning we are bound to give heed to it, and to utilise to the full all the means at our disposal.

3. I am concerned at the question of the supply of stores - the news that the Junin would bring all that we had ordered was very cheering but we learn that just before the mail left, she was requisitioned by the Admiralty. We then thought that of course all these stores would be shipped by the Oriana on October 15th, but on the 18th I received a wireless message from Montevideo that the steamers will leave as follows - Ortega, Oct. 29th, Oriana, Nov. 12th, Oropeza, Nov. 26th. From this it would appear that we are not likely to have

476 per Benbrook (21.10.14) 5.

an outward boat until the second week in December unless
of course the PSN have been able to substitute another
cargoboot for the Junin.

I am,

Sir,

Your obedient servant,

MEMORANDUM

Report on accounts.

Statement of Parks and cargo - Voyage 19.

North's account.

Beane's account.

Copy of notice by Governor to Council.

Letter for Assistant General, Albany.

Carbon per Junin via Sandy Point

Orita
477.

23rd November 14.

Sir,

I wrote last per S.S. "Benbrook", which left for Punta Arenas on the morning of the 22nd October. Your despatches Nos. 1139 and 1140 arrived per Oriana on November 10th and per Junin on 13th November.

2. 1137-9. I received an application from an engineer named Byron who has been second-in-charge of canning factories on the Coast, but was compelled to reply that for the present owing to the war, it was uncertain what would happen for this season. I believe that another engineer named Harper would like to come over. Weiss is sure to know both, and it will be better to wait his return, and to consult him as to which he would prefer. Byron states that he has received £15 per month, but this is more than the work is worth, and I should regard £12 as the maximum we could contemplate offering.

3. Par. 20. I asked at once what steps had been taken to salvage the Hill Cove tallow, and was informed that the gale completely smashed the casks on the rocks. I then asked if any of the tallow, which floats, had been gathered up from the beaches, and was told that the gulls had made pretty short work of it. The small quantity that remained would not have repaid the cost of gathering it up and re-conditioning.

4. Par. 23. I did, as you surmise, think that the proposition for a through rate on outward stores was to apply all round, and am glad to learn that it would be limited to large quantities of stores hitherto shipped out by sailing vessel. But, if you reduce local charges and freight in one case I do

The Secretary, London.

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2.

not see how you can refuse it in others, more especially as the reduction is to a firm that does only part of its business with the Company. It may be said that their annual shipment is a very heavy one, and therefore a subject for special rates owing to the heavy tonnage. But some of our regular clients also send by steamer fairly large quantities, and are sure to insist upon a similar concession. The discharge of the goods direct from the ocean steamer into the Falkland is out of the question for two distinct reasons, each of which is sufficient in itself to preclude the possibility:-

(i) The Customs authorities would not allow it. Their landing officer has to keep a correct tally of all the cargo as it comes out of the different lighters.

(ii) The PSNC could not possibly sort out on board the cargo of any particular mark. Packages must be sent out of the hold just as they come, and all marks are inextricably mixed up.

I should like to know what is the lowest through rate that would tempt J.L. Waldron to abandon the sailers - as regards Stanley charges, we could come down from 13/4 to 10/-, a reduction of 25%; if the PSNC and Transport Company make a similar concession your through rate would be 64/-

5. Par. 25. We regret that we overlooked the increase in the rental of Great and Swan Islands, and have rectified this in the September Journal. Note has been taken that the style of the firm will be David & James Smith in future.

6. 1138-2. Your telegram of July 31st. The original of this is sent herewith, it reached me from Punta Arenas on October 12th per Oropesa.

My telegram of August 8th. As this has not reached you I am applying to the Postmaster for a refund of the cost.

My telegram of August 24th. The enclosed copy of corres. with the Western Telegraph Company will shew that at the time of dispatching this we were not sure whether coded messages would be accepted or not. They therefore sent it in

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3.

clear, as I asked, but had to add a signature - I do not understand why they appended the Governor's name instead of mine, but it is of no consequence. On this subject I was glad to receive a letter from the Colonial Secretary, as per copy enclosed, stating that coded messages are now accepted between the British Empire after November 1st.

7. Par.5. I have written to Mr Waldron asking him to make arrangements to clear off his debit balance and will advise you later when I hear from him. The first reason adduced in your despatch as rendering a mortgage on Beaver Island undesirable, namely that "it is very unlikely that a buyer "could be found willing to purchase at an amount equal to "the advance we must make to clear off Mr Waldron's debt" appears to me to be hardly correct. I feel pretty sure that Messrs Salvesen & Co for one would jump at the chance of acquiring the property; you will recollect from the copy of our correspondence with them some time ago, that they were anxious to get the Passage Islands. Beaver Island would suit them infinitely better from every point of view, one especially that there is an excellent supply of fresh water to be had there. When, again, the owners of Weddell Island would, I expect, gladly add Beaver Island to their property - their mortgage which was originally £6000 is now reduced to £2000, so that presumably they would have no difficulty in raising capital for the purchase of Beaver. But, irrespective of this, the knockout value of the livestock alone on Beaver must be considerably in excess of the indebtedness, which I estimate will be about £1200 at the end of the year

8. Par.7. We still have considerable trouble with the engine of the "Harry Lundy"; at times it goes quite all right, for instance when I had to go out to dispatch a vessel lying in Sparrow Cove we made the journey in thirty five minutes, but next day she stopped in the middle of the Harbour and had to take refuge alongside a cutter at anchor

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4.

Had this happened in Port William it would have been an unpleasant experience, and if the boat cannot be relied upon, its utility is considerably discounted. As regards Messrs Lowden & Company's letter of August 10th I can only repeat that I and Mr Girling saw the boat in the hold of the "Falkland" before she had been touched, and her condition was exactly as reported. The statement "when she was stowed there was not a blemish on her" cannot be in accordance with the fact. The boat had not been moved during the voyage, and right underneath, where no other cargo could possibly have touched her, the bilge keel was smashed and the planks broken as described. I asked how this had occurred and was told that in lowering her into the hold in Liverpool she had been let go with a run and received the damage then. Captain Dougall's view that "whatever damage the boat has received has been done in breaking the cargo out and getting her out of the hold in Stanley" is just rubbish.

9. Par. 8. I fear that it is a difficult matter to define the powers of the Governor, especially in times like the present, and if one did not meet his wishes I would not go so far as to say comply with his demands - he would probably rush through an Order in Council or an Ordinance to invest him with the necessary power. I charged £40 for the Samson's trip to Fox Bay after talking the matter over with the Governor. The Admiral asked for the services of the Samson for a day to take parties of men for placing targets in Port William to calibrate her guns. I assumed that I should be interpreting the wish of the Directors correctly by placing her at their disposal free of charge, and received a very suitable acknowledgment from the Admiral.

10. Par. 15. Note is taken of the price to be offered for sheep for canning.

11. As we ~~are~~ ^{were} getting very short of house and steam coal,

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and there was no immediate prospect at the time of further supplies, I asked Admiral Cradock through the Governor whether he could let us have some from one of the colliers, and he agreed to let us have 25 tons from the "Benbrook". Next day we were informed that if we wanted this, it must be taken at once, so the Samson was placed alongside and nineteen tons delivered to her. Should the Admiralty apply for payment, would you kindly settle the account.

12. With reference to my 471-6 on the subject of claims for damage and loss of cargo per PSN steamers I enclose herewith Notarial Protests in the case of the Oropesa and Bogota together with formal claim ~~for~~ for the losses amounting to £12.18. 6. The PSNC, Liverpool, have instructed us to refer to them any claims above £3 - if therefore they are liable for the above claim, the account would have to be submitted to them.

13. 1139-3. On reading up Grover's book on oil engines Mills has come to the conclusion that our trouble with the Fielding Platt is explained in the following extract "if the oil be "heated too much in the endeavour to volatilize, decomposition occurs and a thick and sticky residue will be formed." What seems to have happened is that for some reason all the charges of oil were not vaporized, and a certain amount of paraffin was carried into the cylinder in liquid form. The heat of the explosion was then above vapourising temperature and thus caused the decomposition - the exhaust at the same time was very foul, the sticky substance on one or two occasions being ejected from the pipe outside the shed. This itself goes to prove that it could not have been cylinder oil. The engine ran all right for the first week or so, after which Mills was laid up with influenza; during his absence the "handy man" must have done some experimenting on his own, and possibly altered the oil pump or air supply. At any rate it is as well to have the different samples of cylinder oil so that we can choose the most suitable, for the cylinder is shewing much more wear than there should be in a new engine. We will return your query

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sheet with answers as soon as possible.

14. Par.4. I am sorry that the mistake of crediting Weiss's account with £400 salary instead of £450 is entirely mine, and I will explain to him on his return. It is strange that he did not call attention to the error on receiving his first account, but the matter will now be rectified.

15. Par.8. The question of water supply for Stanley has been discussed unofficially several times during the past three years, but no definite proposal has been put forward. The present Governor has many other schemes on hand, and water supply for Stanley would be a big job, so big in fact that it would be far better to leave it until a new Governor is appointed. But by that time our surplus revenue bids fair to be exhausted; the cost of the present military precautions is well over £1000 per month.

16. Par.12. I am asking Mr Allan to give you what details he can of the Goose Green wages from July to December, but this may be difficult in the absence of Mr Weiss.

17. Par.15. I am very glad that the Board have decided to provide some new lighters, and trust that steel will turn out satisfactorily. Might I suggest however that the contract for the second lighter might be postponed until we have put together and had a trial with one?. It is quite possible that a short trial would suggest some valuable alteration in size or design.

18. Par.16. The "Junin" arrived on the 13th, and at the moment of writing the discharge of cargo is proceeding as quickly as we can manage.

19. Par.17. Lawrence Anderson's testimonials are returned herewith. His box which was forwarded by the "Oropesa", should have reached him some time ago, as we received an account from the P.S.N.C. Liverpool for the expense of forwarding the same to its destination. In case the box has miscarried we send you the account in original in order that they may be able to trace the package.

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7.

20. Par.18. Mr Allan will take due note of the increase in price that may be offered for sheep for canning.

21. I received by the mail several letters from clients now living in England deprecating the calling out of Volunteers on active service, and expressing the opinion that they would be a danger rather than a help, for they could not hope effectively to defend Stanley and the firing of a single shot would mean that the invaders would at once wreck the place. Seeing that you may feel inclined later on to make some representation on the subject it may not be out of place for me to offer a few remarks. There is a disposition on the part of most of my correspondents to place the responsibility for this step on the present Governor, but we must in my opinion go much further back. The Directors are aware that the idea was started by Governor Goldsworthy, and that it met with fair success at first, but like other movements in the Falklands, interest soon waned. The home Government, however, acting on the first accounts sent home which presumably described the response in glowing terms, did not want the Volunteer force to dwindle away, and urged successive Governors to foster the movement by every method in their power - we need not now discuss the form some of these methods took. ~~As~~ and Governors eager for kudos and promotion have, I suppose, all exaggerated the efficiency of the force. When any of H.M. ships have called here the Governor usually arranged a field day and a sham fight and the Senior Officer almost invariably praised the Volunteers; this praise may have been prompted by a natural desire to please the inhabitants of a Town whose hospitality they were enjoying, but it is more than likely to have been prompted by the Governor, who would have told the Senior Officer how keen the Imperial Government were on the Volunteers, and a good report would naturally redound to his credit. But the sinister part of it is that the opportunity was taken to have a fling at the Company and sheepfarmers generally - "employers of labour".

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If you will refer to the Official Gazette of November 1900 you will find a report by Commodore Groome and a memorandum by the Defence Committee - it is very unusual to publish ~~the~~ their reports, and this was done deliberately in order to hold up employers of labour to odium for not giving encouragement to the movement. In the Gazette of the next month is an account of a special meeting to consider the question, when all the largest employers undertook to give every support. In spite of this, further reports and memoranda of the Defence Committee were published, in the Gazettes of February and November 1902, all of which contain certain reflections against us, the latter report suggesting a field day "as an object lesson to the employers of "labour"; Commodore Groome in his report of April 1902 goes so far as to say that a body of 50 mounted infantry could oppose with advantage the landing of 500.

After that date visits from H.M. ships were very rare, and these reports ceased; when we have discussed annual estimates, the Unofficial Members at times ventured the opinion that the expenditure on Volunteers was a waste of money, but have always been told that the Imperial Government are most anxious to foster the movement and the money must be voted. The mischief of the whole business is that no Governor would take his courage in his hands and tell the C.O. plainly that the Volunteers could not be made an efficient force. In England you have a large number of young men in sedentary occupations who desire some form of exercise in the evening, and Volunteering appeals to them - in the Falkland Islands you could count this class on your fingers. Practically all able bodied men are employed on manual labour, and when they have done their day's work, if they have any energy left, it is devoted during the Summer months to digging their gardens and cutting peat. Furthermore, there is not the patriotic incentive here amongst the working classes, and constant upbraiding of employers of

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labour was not the way to induce them to take commissions in the Force.

The nett result of it all seems to be that the Imperial Defence Committee hugged itself in the delusion that there was a fairly efficient force here, and in drawing up their scheme for the defence of Stanley, reckoned upon this. The scheme of defence prescribes all measures to be taken when war is imminent and when actually declared. The warning word to denote that war is imminent was telegraphed out on the night of July 29th, and next day the Governor held a meeting of the Executive Council and invited me to attend. The Defence Committee's plans are of course confidential, but the steps prescribed had to be taken at once. Then on 4th August, when war was declared, all the Volunteers had to be called out. I have detailed all this to shew that the Governor had no option but to carry out the steps planned by the Defence Committee. In his heart of hearts he must know that we cannot hope to offer effective resistance, but he cannot help himself. He knows that the two 6 pounders and one 9 pounder guns are not only obsolete, but two were reported by Captain Watt as unfit for further service. This is confirmed by our blacksmith, McNicoll, whose two to three years service at Woolwich Arsenal entitles him to express an opinion on them. Moreover, the ammunition is all black powder!

26. The news of the loss of the Monmouth and Good Hope off Coronel, which we received on the night of November 4th, caused nothing short of consternation. It was confirmed next day by a wireless from the Glasgow, which was making for here at full speed to escape the Germans, and also short of coal. Very shortly afterwards a telegram arrived from the Admiralty that we might expect to be raided by German cruisers, and instructing that all stores likely to be of use to the enemy were to be destroyed.. The collier Trelawny was ordered back from San Carlos, and on the 8th (Sunday) the

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10.

Canopus and Glasgow arrived. We thought that they would remain here, but found that both intended to coal hurriedly and put for Montevideo as quickly as possible. We had a very busy day, supplying stores and mutton, also iron and cement for repairing the Glasgow which had been hit by five shells. One made a hole aft, 5 ft by 3 ft, and it is nothing short of a miracle that she escaped. At 7 p.m. both warships with both colliers left us, to whatever fate might be in store. The Captains of both ships firmly believed that the Germans would come round here - the Governor told me next day that he had talked matters over with the Captains of the Canopus and Glasgow, and they all thought that the Germans would land and follow us into the interior. In justice to the Captains, however, I must say that I think the Governor was mistaken in supposing that they held any such opinion. The Officers of the Glasgow thought it highly probable that they might destroy the wireless en passant, but that they had ~~expd~~ expended so much ammunition on them that they would not waste any on shelling the town. Tuesday, the 10th, was regarded as the most probable date for the Germans to pass or call, and the natural apprehension was not in any way allayed by the publication on the notice board of the following "Extract from Telegram received from the Secretary of State for the Colonies, 'If the enemy land, Volunteers should "fight, taking care however to do so out of range of ships' "guns. Retiring tactics should be adopted.'" Considering that many of the Volunteers here have never even fired a service rifle, the advice in the last sentence struck us as a bit superfluous.

The apprehension reached its climax on the afternoon of the 13th when a warship was sighted steaming full speed from the East towards the Wireless Station, where she turned - it appeared as though she was showing her broadside to let us go - but she steamed full speed up Port William, and we found that it was the Canopus. She had been trying to call

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11.

our wireless since six in the morning, and the non-receipt of any reply seemed to indicate that the Germans had destroyed it. On her arrival it appeared intact, but she hesitated to signal as a German cruiser might have been inside. When she was half way to Montevideo the Admiral ordered her back to assist in the defence of Stanley. I have detailed on a separate memorandum all events from day to day, and you will see the steps taken to safeguard the official records, account books, the Company's vessels and property generally, and the S.S. "Falkland". The labour involved in clearing goods out of the stores on to the Falkland and schooners, towing these away from Stanley, and towing floating property up the Harbour, has been expensive, but it would have been very unwise not to have taken all precautions. From the above you will realise that things here are very topsy-turvy, and that a long time must elapse before things are normal.

22. The Secretary of the West Falkland Medical Association has asked whether the Company will assist them by selecting and sending out a Medical Officer for the West Falkland - copy of letter with memorandum of heads of agreement is enclosed together with copy of my reply. The Secretary suggested in another letter that Dr. Bolus of Devonport might be referred to as knowing the conditions on the West Falkland, but there is one alteration since his time, namely that the farmers agree to send horses for the doctor when he is required, instead of his having to provide his own. Most of the principal West Falkland farmers now live in England and could be referred to if it is necessary to offer better terms to a medical man.

23. In your despatch 1133-18 you reported the settlement of the Marco Polo salvage, adding that "a statement of the Apportionment by Messrs Ince is enclosed". A copy of the Arbitrator's award was enclosed, but no statement of apportionment; and in replying to the despatch in 457-9 of July 1914 I wrote that it would presumably arrive next mail. We have

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You shew her movements from October 20th to date. We will see that she was sent for safety to the head of Choiseul Sound and that she remained there from October 27th until November 6th. On the receipt of the telegram from the Admiralty that we might expect to be raided by German cruisers I deemed it prudent to order her back at once to take in more bunker coal (in case the Stanley hulks were destroyed) and placed on board a quantity of stores for safety. She returned to Darwin on the 8th and remained until the 17th, when it was reasonable to suppose that, with H.M.S. Canopus here, the danger of Stanley being invaded and destroyed was over. During the time she was laying up at Darwin Captain Saanum had a general overhaul, painted her all over inside and out, and had a carpenter doing some caulking.

28. You will see from the shipping lists that several whaling steamers and catchers have called here, also several Admiralty colliers and store ships, in fact at the moment of writing there are three colliers here and the Store ship "Crown of Galicia". Grave fears were entertained for the safety of the latter which has a very valuable cargo of stores and ammunition on board. She put into Valparaiso, but having contraband of war on board was ordered out within 24 hours, and the German cruisers were known then to be not far off outside. By steaming at night close to the land with lights out she succeeded in evading them.

29. The concluding paragraph of your despatch 1139 informing me that Mr Richards would come out per Junin "to gain experience in the working of the Falkland and to act for a time as ship's clerk" is the only advice I have received as to Mr Richards' mission. He did not bring any letter from Messrs Lowden & Company, nor did I receive any by the mail. The day after the Junin arrived the Governor telephoned that he wished to see him; Mr Richards told me that the Governor discussed the mail contract and the cost of victualling with him, but I do not know whether anything

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blacksmiths have all willingly worked on the lighters discharging cargo in order to keep things going. Matters have been complicated by the requisitioning of the Samson for landing guns from the Canopus as per next paragraph.

26. H.M.S. "Canopus" returned here on the 13th instant, and the first project was to beach her in Port William to lie South and North so as to leave the Port broadside available for firing up Port William, and to land the stored guns. Next day, however, she came into the inner harbour and is moored N.N.W. and S.S.E. under the shelter of Engineer Point. They are landing six 12 pounder guns and some 100-200 men, and we have been asked to erect an Observation Hut from which they will direct the firing of the 12 inch guns if the German cruisers arrive. We are also supplying framing or supplying wood for sleeping quarters for the shore party, one near the observation hut, one at Sparrow Cove, and one near Goose Green ponds. The Samson has landed material for the latter and also two of the 12 pounder guns at Lake Point, and they want her again for ammunition and for guns at Sparrow Cove. Mines have been laid in Port William, and the Government launch "Penguin" has to patrol there day and night. Vessels are warned to lay to outside the Lighthouse for the Penguin to lead them through the clear channel. At present I do not know what charge to make for some of this work, but it is evident that it is our duty to render all possible assistance. Men in the Volunteer force have been detailed to report to me and do whatever is required, but this far from having one's own men who are accustomed to the work. They have let me have these as far as possible, but say that our best men are their best men, and could not spare all those whom I wanted. This, added to the deportation of the navy foreman makes matters difficult, and I have been compelled to be outside personally directing the work for the last 4 or 5 weeks.

27. The enclosed detailed itinerary of the Falkland will

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12.

not yet received this, and cannot settle the crew's share until it arrives.

24. Owing to the depletion of the Store staff for active service, Mr Allan let me have Mr N. L. Adam in from Darwin for five weeks to assist. I found him most valuable in keeping up the Store accounts, more especially as the presence of H.M. Ships increased the Store work so much. Adam's agreement expires in February, but he was willing to remain if we could give him employment in Stanley. I have therefore engaged him, guaranteeing a couple of years employment at £18 a month, his duties being to attend to Store accounts, and to assist in the Office. Furthermore, should assistance be wanted at Darwin, he is to go there when required. I feel that we are working with no margin at all both in Stanley and Darwin (for Mr Moir is liable to breakdown); even the keeping of Butchery accounts keeps the Junior Clerk here occupied for a week in each month, and with a reliable man to keep the Store accounts Mr Cresce is more free to attend to the necessary measuring and shipping of cargo away in the Falkland. I hope therefore that this will be approved.

25. The Junin will complete her discharging today, making a stay of nine days in all. The PSNC will doubtless be disappointed at the length of time, but we have been working under great difficulties, and under all the circumstances have done better than I anticipated. In asking for 500 tons of steam coal I expected that we should have to supply the Falkland, so that the 300 for ourselves is quite enough for some time. All four hulks are fully loaded, two with the Falkland's coal, one with our steam coal, and the Fleetwing with our house coal and general cargo. In order to cope with the large quantity of general goods we have had to keep one gang of men discharging lighters all the time and succeeded in emptying four times whilst the Junin was here. I am glad to say that the carpenters and

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was settled. Mr Richards was not sure about going away on the Falkland this trip, but I did not care to advise him one way or the other, so he remains in Stanley for the present.

30. During the last three weeks with the exception of three days we have had a succession of gales from the South with heavy falls of snow and hail - it is in fact the worst Spring experienced for many years, and reports from the Camp say that lambs have suffered very severely. It has also hampered us in Stanley at a particularly busy time.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per S.S. "Banbrook", 31st Oct. 1914.)

Copy of despatch No. 476.

" letter to ~~XXXXXXXXXX~~ PSNC, Valparaiso, Oct. 13th.

ORIGINALS.

1. Copy of Stanley CVash Book for September.
2. Copy of Stanley Journal "
3. Cash Voucher, West Store.
4. Coasting Insurances.
5. Ledger Balances, 30th September.
6. Camp Wages Return, "
7. Hektor Whaling Co. Copy of a/c with letter of advice.
8. Copy of corres. with Mr Luxton, with draft agreement.
9. " " Captain, H.M.S. "Good Hope".
10. Copy of letter from Col. Secretary re Telegrams.
11. Copy of letter from Maclean & Stapledon, Aug. 17th.
12. " " to H. Waldron, Oct. 31st
13. " corres. with Western Telegraph Company.
14. " telegrams despatched and received.
15. Claim for damage to Cargo with Consular Protests
16. L. Anderson's two testimonials in original
17. Mr Allan's letter to the Secretary.
18. Remarks on Accounts.
19. Statement on Accounts.
20. Letter for F.E. Cobb Esq.
21. Itinerary of S.S. "Falkland". Oct. 20th to Nov. 31st.
22. Specification of J.L.W. 12 Bales Sheepskins.
23. Extracts from Office Diary, Nov. 5th to 19th.
24. Shipping Report.

ENCLOSURES

DUPLICATES. (Originals per R.M.S. "Orinoco", 2 November 23rd)

1. Despatch No. 477
2. Copy of Cash Book for September
3. " Journal "
4. Coasting Insurances.
5. Ledger Balances, 30th September
6. Mr Allan's letter of Nov. 2nd.
7. Remarks on Accounts.
8. Statement on Accounts.
9. Itinerary S.S. "Falkland", Oct. 20th to Nov. 21st.
10. Extracts from Office Diary, Nov. 5th to 19th.
11. Shipping Report.

EPITOME OF EVENTS AS DETAILED IN OFFICE DIARY- NOVEMBER 5th ONWARD.

NOV. 5th. Early this morning we were informed that a wireless message had been received from British Minister to the effect that the "GOLD HORN" and "MONMOUTH" had been sunk in action with German cruisers "SCHARNHORST" AND "GNEISENAU".

NOV. 5th. Wireless telegram received from H.M.S. "GLASGOW" confirming this news, and saying that probably the enemy vessels were chasing her. A telegram received from the Admiralty warning the Governor that he might expect the Colony to be raided by the Germans, and instructing him to have destroyed all stores likely to be of service to them. The "Falkland" was immediately recalled from Darwin and lighters and hulks taken up to the head of the Harbour for safety. At 11 a.m. a Council of War was held at Government House to consider what should be done, when it was decided to place some days' supply of provisions etc. on Mount William and at the head of the Harbour; to obtain as many horses as possible in order to mount the Volunteers and urge upon the remainder of the women and children to leave Stanley. As the "CANOPUS" and the "GLASGOW" were expected to arrive here in a couple of days for coal the Governor sent for the two colliers which were in hiding near Stanley. Office staff employed packing up account books and records for conveyance to Darwin. "Falkland" arrived in the afternoon.

Nov. 7th. Blowing very hard. Coal lighter placed alongside the "Falkland". All hands employed the whole day placing surplus stores etc. on the "Falkland". Many people packed and sent down cases of private effects to be placed on board. Office typewriters, cash etc. also sent, - in all some \$4000 value removed. "Gwendolin" also loaded up and towed to Port Louis.

Nov. 8th. Blowing a gale from S.W. "CANOPUS" & "GLASGOW" arrived early. Both ships coaled, eighty Volunteers assisting, and were supplied with mutton and stores. Cement and ironwork taken off to "GLASGOW" for repairing damages received in action. "Falkland" left for Darwin at 9 a.m. with passengers etc. In evening both men-of-war left for Monte Video, a final opinion being expressed that the Germans might be expected about the 10th. Colliers also departed.

Nov. 9th. Samson proceeded to Fitzroy to lay up. Plym towed lighters etc.

to the head of the Harbour. Meeting of Legislative Council held to consider Estimates for 1915.

Nov. 10th. Governor ordered parade of Volunteers and read to them the following extract from a telegram received from the Secretary of State for the Colonies, (this being posted on the Government Gazette Board later);-

"If the enemy land Volunteers should fight, taking care however to do so out of reach of ships' guns. Retiring tactics should be adopted".

In the afternoon colliers "Benbrook" and "Royal Transport" arrived in Port William. Governor went out to them, informed them that it was highly dangerous for them to be in Stanley and ordered them away at once. "Benbrook" proceeded to Wharton Harbour. At 4 p.m. R.M.S. ORIANA reported, - she anchored at 6.45; Governor sent a letter to Commander recommending him to leave again at once. We took off the mails and passengers, - but no cargo - and she sailed again at 7.30. Passengers and letter mail landed at Dockyard; parcel post and baggage taken to head of Harbour.

Nov. 11th. Baggage and parcel post landed, Plym's funnel painted black and vessel tied up at Sullivan House jetty.

Nov. 12th. Coaled Plym in morning. At 3 p.m. cruiser sighted heading for Wireless Station, - believed to be the enemy. Alarm bells rung from Cathedral and Dockyard, Volunteers paraded with their horses and various civilians ready to leave the town. Turned out to be H.M.S. "CANOPUS", which when half way to Monte Video had received instructions from Admiralty to return and help defend Falklands. She had been unsuccessfully endeavouring to call up our Wireless since early morning, and in belief that Germans had destroyed it and were in occupation arrived here cleared for action and with all men at the guns.

Nov. 13th. "CANOPUS" came into inner harbour and moored with port broadside to the East. Learned that she intended to mine Port William, land six 12 pounders and ammunition and establish posts at Engineer Point, Mullett Creek etc. Wood and iron ordered for gun platforms, also another hut capable of holding 18 men.

Office reopened after being closed for three days. S.S. "Junin"

Reported to be some 80 miles away. Ordered Samson to return from Fitzroy,-- she arrived at 6.15 and the "JUNIN" at 7 p.m.

Nov. 14th - 23rd. (Sundays included) Discharging Junin cargo into barks and lighters. Engaged a number of Volunteers to assist.

Nov. 17th. Colliers "Benbrook" and "Trelawny" returned to Stanley. "CANOPUS" coaling. "Falkland" returned from Darwin with about 150 refugees. Replaced all office records and landed private effects.

Nov. 18th. Discharging stores ex "Falkland" and replacing them in Store. Samson went to Mullett Creek to land hut for "Canopus" and owing to southerly gale was occupied until late in evening. Governor asked for another hut to be made, also for guns to be taken out to Mullett Creek as soon as possible.

Nov. 19th. Collier "Braynton" arrived. Loading and coaling "Falkland". Samson with lighter Fairy engaged taking guns on board.

Nov. 20th. Very boisterous weather. "Falkland" started on mail trip but put back owing to defective windlass. Several whaling vessels arrived from Norway.

Nov. ^{21st} ~~22nd~~. Store ship "Crown of Galicia" arrived from Valparaiso with ²⁷ she had followed the British fleet, being ordered to leave again within 24 hours. Windlass of "Falkland" repaired and she left for West Falklands. S.S. TAINUI from New Zealand hove-to at Lighthouse for orders.

Nov. 23rd. S.S. "Junin" left for Punta Arenas.

Nov. 24th. Falkland returned from West at 9 p.m. with refugees from San Carlos and other ports.

Nov. 25th. Informed by Governor that news had been received that the German cruisers had rounded Cape Horn. Samson towed Lafonia back from Fitzroy.

Nov. 26th. Falkland left for Salvador and Samson for Port Louis. the latter returning with Gwendolin in tow.

Nov. 27th. Falkland returned from Salvador etc.

Nov. 30th. Falkland left for Darwin and Goose Green.

S.S. "Crown of Galicia"

December 4th

14.

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Sir,

The Admiralty Store ship "Crown of Galicia" has been ordered to sail direct for England and will take a mail. I sent per Junin via Sandy Point on the 23rd ultimo the duplicates of despatch No. 477, retaining the originals for the Orita, but she is no doubt held up on the West Coast, like the Oronsa and the Oriana, owing to the proximity of the German cruisers and armed merchantmen. The Junin left on the afternoon of the 23rd, and during that night the Captain of the Canopus received information that the cruisers had rounded Cape Horn. He also learned that the German armed merchantman "Prince Eitel Friedrich" was off the West Coast holding up British shipping, and on the whole we seem to be in danger of a raid as much now as ever. This makes it very difficult to decide what to do, and is most unsettling as regards work. We have got back all the office records and stores that were sent away from Stanley for safety, and so long as the Canopus is here I do not think there is any necessity for sending the records away again, for it is improbable that any attempt at landing will be made. If the Scharnhorst and Gneisenau repeat here their operations at Tahiti and bombard the Town, things must take their chance - the account books are kept in fireproof safes and could not be completely destroyed.

2. We are landing the Junin's cargo from hulks and lighters as fast as circumstances will permit. I am glad to report

The Secretary,

London.

478 per "Crown of Galicia"
(4.12.14)

2.

that her cargo has been delivered in excellent condition, quite as good as though it had been shipped by sailer.

3. With reference to my 477-22 I received by the W.F. mail a further letter from the Secretary of the W.F. Medical Association, sending letters from a Dr Siddons of Liverpool, copies of which are enclosed. Dr Siddons wrote me some months ago asking if the F.I.C. had any vacancy for a medical man, to which I replied that we had not, but that possibly there would be a vacant post on the West, as to which he could write Mr Luxton. He was evidently Doctor in one of the P.S.N. steamers, and claims to know "Mr Cobb", probably Mr George Cobb, and myself, but I do not recollect the name. I cannot find him in the Medical Directory; he may have a foreign degree or may have failed to register. Possibly, you could find out something about him from the P.S.N.C. and, if he appeared to be suitable, you might be able to come to terms with him on behalf of the West Falkland farmers.

4. In reporting Mr Richards' arrival in 477-29 it was hardly correct to have written that I had not received any advice as to his mission from Messrs Lowden & Company - nothing arrived by last mail, but in a letter of September 16th, copy enclosed, Mr Connell refers to his visit here. The queries which Mr Connell advised as being sent were handed to Mr Richards and will be dealt with by him direct to Messrs Lowden & Company.

5. I received on the 27th instant your telegram "Telegraph arrival of Junin", but hesitate very much to give any reply as it would give away the movements of the vessel. On the 24th the Governor asked me to go and see him as he would not risk telling me on the telephone about the German cruisers having rounded Cape Horn - Captain Grant of the Canopus was present, and expressed surprise that the P.S.N. Agents had not advised the Junin not to risk going across to Punta Arenas at present. I explained that I was

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3.

the Agent, and said that after the case of the "Oriana" I should not presume to offer advice to the Captain. When the "Oriana" was in Monte Video on Saturday November 7th, Captain Oakley telegraphed to the P.S.N.C. asking them to ascertain from the Admiralty whether it was safe to come here, and received a reply "Proceed to Stanley and Punta Arenas for orders". And yet on the previous Thursday the Admiralty had telegraphed to the Governor to expect Stanley to be raided by German cruisers.

If the P.S.N.Liverpool, in the face of that, considered that the "Oriana" could risk the voyage it was not for me to offer advice to the "Junin". At that time we had not heard that the cruisers had rounded Cape Horn, but in any case the "Junin" is probably running less risk in making a dash across to a neutral port than in remaining in Stanley, which is a belligerent port, and moreover one which is told to expect to be raided. Seeing that the above information as to cruisers and risk of a raid was given to me by the Governor in confidence, may I ask you to respect it as such?.

A reason for not telegraphing about the "Junin" was that Mr Richards, see letter enclosed, asked me to send a wireless to Messrs Lowden announcing his arrival, adding that the information would be passed on to the P.S.N.C. I thought that as you are in constant communication with both Lowdens and the P.S.N.C. this might have been mentioned and you would know from that that the "Junin" had arrived.

6. I referred to Mr Allan your request for information as to the wages charged to Canning during the off season, and send you herewith his reply explaining that men are constantly employed there on work connected with the Canning.

7. A very sad accident resulting in the drowning of eight men occurred on the afternoon of the 1st instant. We are building quarters for men off H.M.S. "Canopus" on the high land to the east of Engineer Point, volunteers from the

478 per "Crown of Galicia".
(4.12.14.)

4.

Wireless Station being detailed to carry the material from the beach to the site. A party of eight were returning for dinner, crossing the narrow neck at the Careenage in a punt capable of carrying 3 or 4 men safely. It seems fairly certain that they must have attempted to cross all together and that the punt capsized. Nothing was known until 3 p.m. when the punt was observed bottom up. Out of the eight four were volunteers from our Camp (three of whom were South Petherton men), one from Port Howard, one from Chartres and the remaining two from Stanley. Bodies are being recovered by divers from H.M.S. "Canopus".

8. The "Falkland" has brought to Stanley all the Goose Green skins, the balance of the Canning products and 57 bales of the new clip from Darwin and Walker Creek. A copy of my letter to Valparaiso as to a cargo steamer to lift produce is sent herewith. When discharging into the Great Britain a heavy gale sprang up and a bale of skins was lost overboard - papers relating to this will be forwarded later.

9. Dec. 6th (Sunday). The "Crown of Galicia" was to have sailed tomorrow, but is suddenly ordered to leave tonight. On the 4th instant I received a telegram from Valparaiso "Orita sails 9th from Valparaiso", but it will be as well to take this opportunity of sending letters.

At 2.30 a.m. this morning I was rung up by the "Canopus" asking whether we could supply 6,000 lbs. fresh meat tomorrow afternoon and a similar quantity daily for a few days, so presumably other cruisers may call here. Our resources are being taxed to the uttermost, but we are keeping our end up all right; we have pretty well straightened out the "Junin" cargo, most of the "refugees" have been brought back to Stanley without any accident at all, we have now completed the building of the huts etc. required by the "Canopus" and attended to numerous other requirements, have towed lighters full of stores and ammunition from the "Crown of Galicia" to

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(4.12.14.)

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the Naval depot daily for over a week and have kept them supplied with fresh mutton etc. We killed no less than 853 sheep in October and 788 in November and all these skins have to be attended to and baled up. You will realise that with all this extra work we are very hard pushed to keep the Store accounts in hand - in fact, if these ships remain here it is a question of how we are to attend to the Stocktaking. I might even be driven to asking you to allow us to abandon the Stanley stocktaking altogether, taking an estimated profit of say £5000 but I sincerely hope it will not come to that. It is as well however to mention this now in order to prepare the Directors for a suggestion which I am aware would be quite unprecedented, and one that naturally would only be put forward under altogether exceptional circumstances.

The strain of the last few weeks has told severely upon the Governor who has been confined to his room for the past five days with neuralgia and general breakdown.

I am,

Sir,

Your obedient Servant,

ENCLOSURES.

1. Store Indents Nos. 492 and 493
2. Copy of correspondence with Mr. Connell
3. Copy of correspondence with Doctor Siddons
4. Copy of letter to P.S.N.C. Liverpool, - December 1st.
5. Copy of letter to P.S.N.C. Valparaiso, - December 4th.
6. Copy of Colonial Estimates for 1915
7. Copy of Port Regulations
8. Manifest of cargo per "Faikland", - Voyages 26/7
9. Mr. Allan's letter re Canning Wages, - in original
10. Mr. Allan's letter to Secretary
11. Copy of telegram received
12. Mr. Richards' letter re telegraphing, - in original
13. Amended copy of Dean & Company's Account current
14. Remarks upon Accounts
15. Statement upon Accounts
16. Letter for E.B. Goddard Esq.

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December 12th 14

Sir,

I concluded my last despatch on the 6th instant by reporting that as the "Canopus" had asked for a large supply of fresh meat other cruisers might be expected. Next morning (7th inst.) about 10 a.m. the following H.M. Ships arrived "Invincible", Vice-Admiral Sturdee, "Carnarvon", Rear-Admiral Stoddart, "Inflexible", "Kent", "Cornwall", "Glasgow" and "Bristol", the last two coming into the inner harbour. Late in the day the armed merchantman "Macedonia" (P. & O.) also arrived. Colliers were placed alongside, and provisions supplied during the day. I was asked to provide for the following day anything up to 15,000 pounds of mutton as five of the fleet would leave on the 8th inst. We managed to have 9,000 pounds all ready, but had no opportunity of delivering it.

About 7 a.m. on the 8th instant the outposts at Sappers Hill and Lake Point reported that a fleet of 5 cruisers was approaching from the South, and just before 7.30 a warning gun was fired from H.M.S. "Bristol" - all crews were recalled and steam raised as quickly as possible. At 9 a.m. two cruisers, which we afterwards learned were the "Gneisenau" and "Nuremberg" approached within about a couple of miles of the wireless, and the officer at the observation hut on Engineer Point saw that they were training guns on the buildings with crews all stationed at quarters. H.M.S. "Canopus" then fired 5 rounds of 12" shell over the hill, the first (we believe) striking one of the vessels. They ported helm immediately, and steamed quickly out of range to E.S.E. to meet

The Secretary,

London.

No. 479 per

(12.12.14.)

the other three Germans which were about 9 miles to the South steering N.East. The first two steamed slowly after getting out of range to enable the three to come up with them. Meanwhile all our fleet which was quite invisible to the enemy were raising steam and getting under way with the utmost speed. H.M.S. "Kent" was out first, and stood off for a while to attract the attention of the Germans, by 11 a.m. all the others, except the "Bristol", were outside. As soon as the Germans saw the number that were here, they made off as fast as they possibly could towards E.S.E. At 12.30 the "Bristol" and "Macedonia" went to W.S.W. towards Fitzroy as we learned by telephone that three colliers had anchored off there in the morning. Soon after 3 p.m. heavy firing was heard to E.S.E. and this continued until 5.45 at 6.30 we learned by wireless that the "Scharnhorst" and "Grisone" had been sunk and a little later that the "Leipzig" was on fire, she subsequently turned turtle and sank. About midnight a message was received that the "Bristol" and "Macedonia" had caught up the colliers "Biden" and "Santa Isabel" with 14,000 tons of coal between them. A wireless was sent to the Admiral asking whether they were to be brought into port, but the reply was that the orders were to sink them, and that they should be carried out. The "Macedonia" thereupon took off the crews (22 officers and 88 men) and sent the ships with the 14,000 tons of coal to the bottom. The "Bristol" then went in chase of the third vessel, which I learn is the (? armed) merchantman "Seydlitz" with a large number of reservists on board.

December 9th 7 a.m. "Macedonia" arrived with the crews. At 3.30 p.m. H.M.S. "Kent" arrived with news that she had sunk the "Munsterburg". Her own Foretopmast had been shot away carrying away the bridle of her wireless, hence she had been unable to report before. She had been hit about 26 times, one shell exploded in the Commander's cabin destroying everything. So

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had 5 killed and about a dozen wounded. Two of those died in the Hospital the same night. H.M.S. "Cornwall" arrived about 5 p.m. with considerable damage but ^{no} casualties.

December 10th. H.M.S. "Glasgow" arrived about 1 a.m. with one man killed and several wounded. She had picked up about 7 survivors from the Leipzig including the Navigating Officer.

December 11th. 4 a.m. H.M.S. "Bristol" arrived - but had not been able to catch up the "Seydlitz". The "Dresden" and "Seydlitz" are therefore still at large. At 7 a.m. "Invincible" and "Inflexible" returned the former having severe damage, one shell holing her at the water line. One man killed buried at sea. Store ship "Growth of Dragon" arrived. 9 a.m. "Orion" arrived. In the afternoon the funeral of 7 men took place; many hundreds of men were landed from the fleet to attend it. Later H.M.S. "Camarvon" returned - had gone north to convoy the "Orion", "Growth of Dragon" and various soldiers.

December 12th. The Officers of the soldiers corroborate that the Germans must have had a terrible surprise. They thought that the "Glasgow" and the "Defence" would be here, and their plan of campaign was first to demolish the wireless then for 5 to destroy the "Glasgow" and "Defence". After that they intended to occupy the town and bring in their soldiers from Flitney and so on. What else they would have done can be better imagined than described. - There is no question that Stanley would have been burned to the ground.

It would be impossible to exaggerate the narrowness of our escape. - 48 hours either way would have made all the difference. If the Germans had come before the arrival of our fleet there would have been only the "Canopus" against 5, and if they had arrived after five of our fleet had left there would have been only the "Canopus" and two light cruisers against them, - that is to say against the heavily armoured Scharnhorst and Gneisenau the Leipzig, Dresden and Rurumbaerg. In either case the place would have been bombarded, and must have been pretty well wiped

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(12.12.14.)

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out. It would seem to have been almost a direct intervention of Providence that they chose to visit this place on one of the two days when 8 of H.M. Ships were concentrated here. It happened to be a really beautiful morning and from the hill we had the experience of a lifetime. A hostile fleet of five comparatively close in to the shore on the South, and our own fleet of 7 on the other side of the hill, feverishly getting under way. The Germans had not the remotest idea of the surprise awaiting them, and the sight of six of our vessels tearing out at full speed was one never to be forgotten.

2. I have to refer back to my 477/24 on the subject of the engagement of Mr Adam as extra clerk for the Stanley Office and Store. Mr Adam wanted Adam back at Darwin whilst so many Stanley people were taking refuge there, and we proposed to let him remain until stock had been taken at Darwin; the arrival of the fleet increased our work here so much that I have him back in Stanley again. After being here for a week or so he tells me he cannot get suitable lodging for less than £7.10.0. per month; with the increased price of mutton and other stores, people cannot do it for less, and if his salary is £12 per month only, he would only just be able to exist on it, and would not be in a position to save anything. As he is 25 years of age he does not care to contemplate remaining here without saving something, or without some prospect of betterment. He would, I understand, engage for a couple of years at £14 per month for the first year increasing to £15 for the second, and I should be glad to know whether the Directors would sanction this. He asks whether, in the event of Mr Moir leaving, he would have a chance of succeeding him. The new camp teacher Stephens, I think, looks forward to the Darwin post eventually, but Adam has a prior claim as he has served the Company 5 years, and when Mr Moir has been ill or on leave has carried out the duties of bookkeeper very satisfactorily. I have told Mr Adam that no doubt he would be considered for the post, but that we cannot give any guarantee.

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(12.13.14.)

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3. The "Arcton" arrived at 8 a.m. on the 11th instant, and I have received your despatch No. 1441. She left about 4 p.m. on the 12th. I have received various telegrams from Valparaiso as to the "Arcton"; the last message says that she will leave there on the 18th.

4. The appointment of Mr W.D. Young with C.M.G. as Governor has been announced, and I hear that Mr Allardice has been offered the Governorship of the B.N.M.S.

5. The rates per "Arcton", namely, 10 for Mr Locke, 3 for Messrs. & Sons and 6 for Mr W.K. Cameron have been fixed above.

6. At the moment of writing there are in Stanley Harbour no less than 3 men-of-war, 2 auxiliary storeships and 7 colliers. In Port Phillip there are 5 men-of-war, 1 armed merchantman and at least 3 colliers - as we write another vessel is reported now coming up from the North.

I am,

Sir,

Your obedient Servant,

H.M.S. "Inflexible".

December 23rd. 14.

480

Sir,

H.M.S. "Inflexible" arrived early this morning and will leave as soon as she has coaled, taking a mail with her. The S.S. "Falkland" arrived from the West Falkland last night, her mails will also be despatched by the "Inflexible".

2. With reference to my 477-2 I enclose copy of a further letter received this morning from the Secretary of the W.F. Medical Association.

3. I enclose copy of a letter from Mr Waldron in reply to mine of October 31st, copy of which was sent to you in 477-7. Mr Waldron explains that he will not ask the Company to find the money for payment of instalments for purchase of Beaver; this will be paid to us by his Solicitors. He has sent in cheques by this mail to the value of £150, so that the indebtedness on December 31st will probably be below my estimate of £1200.

4. The despatch of a mail by H.M.S. "Inflexible" is so unexpected that I have not been able to answer your despatch. It is good to have the opportunity of sending you some fairly heavy drafts on the Accountant General of the Navy for provisions and meat.

We have still the "Otranto", armed merchantman, one Admiralty storeship, one oil steamer, and nine colliers in the port.

I am,

Sir,

Your obedient servant,

The Secretary,

London.

ENCLOSURES

DUPLICATES. (Originals per H.M.S. Inimitable, Dec. 16th.)

Letter to Secretary, December 16th

Statement on Accounts

ORIGINALS.

- 1 Copy of Stanley Cash Book for October
- 2 Copy of Stanley Journal for October
- 3 Cash Voucher, West Store, for October
- 4 S.S. Benbrook Account
- 5 S.S. Treguno Account
- 6 Manifest of cargo per "Falkland", Voyage 27
- 7 Particulars of Drafts on Admiralty
- 8 Copy of correspondence with W. Lowden & Co.
- 9 Copy of letter from H.W. Idson, December 2nd
- 10 Copy of letters to West Falkland Doctor
- 11 Remarks on Accounts
- 12 Statement on Accounts.

ORITA.

December 31st

14

481.

Sir,

I wrote last per H.M.S. "Inflexible" which left on December 23rd, and take this opportunity of replying to your despatch No. 1141.

2. 1141-2. The refund of 75% of the freight surcharged on cereals from Monte Video is very satisfactory. Selling prices had been fixed at only a little over actual landed cost.

3. Par. 3. The subscriptions towards the National Relief Fund are now within a couple of hundred pounds of £5000 - copies of printed notices and acknowledgements are sent for your information. We shall probably also be able to remit something substantial towards relief of Belgian refugees.

4. Par. 4. I have had a talk with McNichol on the suggestion that an experienced rivetter should be sent out for the erection of the steel lighters, but at present he is inclined to think that he could manage all right. The difficulties we have to meet are in another direction; you have stipulated for delivery by the middle of February, and presumably the material could not arrive before the end of March and be assembled for rivetting before, say, the middle of April, which is just at the start of our winter and short working days. At this time of year rivetting in the open could only be carried out on about 2 days out of every 6. Before we can think of making a start with erecting we must have a building slip which will afterwards be utilised for hauling up the lighters.

The Secretary,

London.

481 per Orita. (31.12.14.)

- 2 -

for periodical cleaning and painting. No one here has ever seen any such slip, and although I have no fear that local ingenuity would fail to evolve a suitable arrangement, it would facilitate our work very considerably if you would obtain from the builders a specification and plan of a building slip for us to work upon. Seeing that we have such uncertain weather to contend with I think it would be worth our while to build a shed over the slip; that is to say just sides and roof. When the time came for scraping and painting we should, with such a shed, be independent of the weather. It is fairly certain that we shall not be able to tackle the erection of the lighters until a slip and shed have been built, and I think the question of a rivetter might be postponed for a while - we could always save a month by telegraphing.

5. Par.7. The P.S.N.C. Liverpool have written a rather caustic letter on the question of surcharge on passages, asking for further remarks from myself. I am replying that I have written you all I have to say on the matter. Copy of the correspondence is enclosed.

6. Par.12. The matter of stock of stores and materials is always a difficult one, and is a question on which it is impossible to lay down any hard and fast rules. In dealing with this subject in past years I have pointed out that our stock is usually at its highest point at the end of the year - the whole annual Farm and Consumption requirements are on hand then and just about to be used up, we find it advisable to have a good stock of provisions so as to be able to fulfil station orders soon after shearing, and it usually happens that a particularly heavy shipment of material is made about October. The total value of stock on hand therefore at the end of the year is always higher than the average. You ask whether it would not be possible to limit the stores imported for sale and use to something approximate to 6 months requirements

481 per Orita (31.12.12).

3.

but as a matter of fact when you exclude the articles you mention, I doubt whether we ever have as much as six months' requirements in many cases. One of the difficulties in keeping down the stock is exemplified in your own despatch - the paragraph under reply asks for limitation of indents but in paragraph 23 on the subject of shipments per PSN cargo steamers, you suggest ordering in "somewhat larger quantities." My despatches of February and March last prove that it is a question that has our constant attention - in 461-17 I wrote "At the present time we have large stocks of building materials, canning materials, fencing and coal, in fact our stocks are high all round, and it is really out of the question to order anything like the quantity for a cargo steamer in April." Then, later in the year the Junin brought out a very heavy cargo, the bulk of which will appear as stock on hand on 31st December. Our order for cement, by the way, was doubled, so the stock of that will be unusually large. The question is complicated by the amount of ship material; I am glad to learn that the Directors regard this branch of our business as being practically at an end, and that they are consequently prepared for some sacrifice of the value of some of the repairing materials. But to send this away would mean total sacrifice, and in my opinion we might almost as well throw it away. If sailing ship repairing is at an end here, it must be proportionately so in other places, and others could no more make use of the materials than ourselves. Nor could it pay us to send away any other "unsaleable" goods, for freight, charges and customs duties would probably swamp the value. When we sent Tongges to Valparaiso they fetched 11½d a tin, but after paying customs duties (at 7d per tin) and freight and charges, we netted just over 2½d per tin. If this is the result in the case of an article which, from the price realised, was evidently in demand, what can we expect to do with what are regarded as "unsaleable goods"? Again, when we sent goods to England in the Ragnhild in 1910, vide Stanley despatch 374/13, the

481 per Orita (31.12.14)

4.

result was not encouraging. I think it was on that occasion we sent home a new pile driver and incurred a debit balance of about £3 as the result. A better plan seems to be to have separate returns of stock, which should not be assessed at its original value. One return might consist of all material exclusively for sailing ship repairing such as spars, dead eyes, some classes of iron, blocks, rigging wire etc.; a second return might be made of materials imported primarily for ship repairing, but not required exclusively for that work - such as canvas, rope, flexible wire and some classes of iron. This stock would gradually diminish at its value, and would not be classed as unsaleable. When we know the values involved in both these returns I should have to leave it to you to decide whether you would write off the first in toto or reduce by say 50% for this year, and also to what extent you would be disposed to depreciate the second return. We could include both returns in our valuation of stock on hand, and leave it to you to alter our Profit and Loss Statement to whatever extent you consider the results of the year's working would warrant. As regards other classes of goods the Directors may rest assured that we have very little that is unsaleable, and what there is has not for some years past figured in the stock sheets at all. I may mention an instance, the Darwin Bridge, a quantity of bulb iron, originally valued at £60, "Glengowan" spars, odds and ends of ships' equipments taken over, enamel ware ex "Samoa" etc., all of which have disappeared gradually from the sheets. At the same time they are not quite valueless for we have since used up some bulb iron for strengthening hulks and lighters, some spars have been made use of, and a week or two ago a fair quantity of "Samoa" enamel ware was disposed of at a good price. Shortly after three o'clock one morning I was rung up by the Captain of the Canopus asking whether we could supply 300 each of enamel plates and mugs for the use of the German prisoners - of course, we could! When the "Jungle" scare was on a few years ago we had a lot of Armour's beef on hand, and omitted it from

481 per Orita (31.12.14)

5.

our stock; two years later a whaler or Chilean schooner bought the lot.

As regards Darwin and North Arm it was about twelve years ago that we had a clearance of all useless goods, and since then have not allowed any more to accumulate. When I have been to Darwin I have gone over goods with Mr Moir, and in cases where they were hanging fire, prices were reduced, and he assures me that he has nothing now that he regards as unsealable. Some five years ago the Directors were considerably exercised in their minds as to whether the value of the stock was really equal to the figures returned - since then we have been particularly scrupulous in writing down our doubtful lines, and they may be quite sure that the stock is worth the amount stated.

7. Par. 13. The Board's instructions as to the method of dealing with the cost of the new buildings at Darwin and Goose Green are noted, but the wording of your paragraph leaves me in some doubt. You write that all wages paid, and materials supplied locally for the erection of these buildings are to be charged to the Farm Account, but I think that you must mean that the total cost is to be so dealt with. At the end of our return of building materials on hand on December 31st 1913 you will find three large items for material for Cookhouse, Men's Quarters and School at Darwin Harbour, totalling some £1450, all of which has to be transferred from Buildings account in the 1914 accounts and must either be capitalised or transferred to Farm. Unless I hear from you by telegram to the contrary the latter course will be adopted.

8. Pars. 214, 15 and 21. The prices obtained for all classes of produce are indeed satisfactory, and we will get forward wool as expeditiously as we possibly can. The PSN telegraphed me on the 5th instant "Advise quantity of wool you have for "Sorata", could be at your port last week December, reply "immediately." On the 7th I telegraphed them "Sorata 1600 bales measuring 1200 weighing 500 by Christmas. If quite end

481 per Orita (31.12.14)

6.

"December additional 600 bales." I learned from the Postmaster on the 18th that this message had been hung up in Montevideo, and then readdressed it to "Pacific Line, Valparaiso." Not receiving any further news I telegraphed again on the 24th "When may we expect Sorata. Did you receive telegram?"

Unfortunately, we were not able to get in a second load of wool before Christmas, and at the moment of writing (Dec. 29th) we have the equivalent of 1100 bales wool and skins, and expect the Falkland back from Choiseul Sound in a couple of days with a further 500.

9. Par.17. We have 120 bales of Port Howard wool for shipment by first cargo steamer - in view of what you told me in par.15 of your despatch it seems that the usual arrangements for wool sales are likely to be quite upset. The Falkland had to take out the Orissa's mail, delivering stores to most ports on the west as they were all getting short of provisions. I told Captain Sannum to bring in all he could from Hill Cove, Port Stephens and Port Howard, calling at San Carlos to fill up. He got 100 from Hill Cove, 120 from Port Howard, found only a very few ready at Port Stephens, and called at both San Carlos N. and S. to fill up as much as possible. She is now at Choiseul Sound and will then go to North Arm and Speedwell to endeavour to get a full load. I hoped that there might have been an outward mail by that time so that she could make the usual West Falkland trip, but whether there is any mail or not I propose to send her round the West after that picking up wool at Port Howard, Hill Cove, Chartres and Port Stephens.

10. Par.19. The arrangement for the sole agency for Messrs J. & F. Howard of Bedford is noted. You will no doubt settle direct with Mr Miller.

11. Par.23. All the New Zealand rams arrived by the Orissa and were landed alive.

12. Just as the Inflexible was leaving we heard that the Invincible and Canopus had been ordered to return here, and they were expected about Christmas. Since then the order

481 per Orita (51.12.14) 7.

to return has been cancelled and the only cruiser now here is H.M.S. "Cornwall", which arrived on the 27th. She and the Otranto are waiting for H.M.S. "Carnarvon", expected any day. The other cruisers, "Kent", "Bristol" and "Glasgow" are not very far off, and will probably return here to coal in the course of time. The collier "Bessborough" left yesterday for Possession Bay to coal H.M.A.S. "Australia" or H.M.S. "Bristol", which we understand will call here later. We have still nine colliers, one oil steamer and the transport "Crown of Arragon" in the inner harbour.

I am,

Sir,

Your obedient servant,

ENCLOSURES

DUPLICATES (Originals per H.M.S. "Inflexible" 23.12.34.)

Despatch No. 489.

Copy of Stanley Cash Book for October.

Copy of Stanley Journal for October.

Particulars of Draft on Account General H.M. Navy.

Remarks on 10 counts.

Statement on 10 counts.

ORIGINALS.

Store Invents Nos. 491.

Copy of Extract of Falkland's log.

Copy of correspondence with Edverson & Co.

Copy of Letter ^{from} Mr F. J. M. C. Liverpool, 11th November.

Copy of P.S.S.C. 10 counts.

Mr Allen's letter to Secretary.

Government Circular re Prince of Wales National Relief Fund.

S.S. "Warracoe" account.

Manifest of cargo per "Falkland" Voyage 52.

Statement on accounts.

Specifications:

	Wool.	Frags.
S.S.	1-181.	31.
S.P.	1-188	31.
M.C.	1-190	35.
F.I.C.		182.
M.A.B.	100	
S.L.W.	100	
S.P.	185	7.

Sorata

9th January

15.

482.

Sir,

1. A small mail was placed on the collier "Breynton" which had orders to leave for Bahia Blanca or Montevideo, but as she was steaming out to Port William on the evening of the 7th an order arrived from the Admiral to stop her; her mail will therefore go by the Sorata.

2. This morning H.M.S. "Carnarvon" arrived with the Dutch S.S. "Josephine" as a prize - we understand that she has on board contraband of war in the shape of stores for the German fleet.

3. The Sorata arrived here on the evening of the 7th inst. to load wool, and will take all she can possibly can, leaving here probably at daylight tomorrow (Sunday). The smallness of the shipment will no doubt be a disappointment to you, and it is necessary that I should go into a somewhat lengthy explanation of the difficulties we have encountered.

December 5th. Received the following telegram from Valparaiso "Advise quantity wool you have for Sorata could be at your port last week December. Reply immediately."

December 7th. Sent following reply "Sorata 1600 bales measuring 1200 weighing 500 by Christmas. If quite end December additional 800 bales." But on the 17th December the Postmaster informed me that the wireless operator at Cerreto had not forwarded it owing to insufficient address!!!

December 11th. I wrote to the West Coast Manager by the Orissa confirming the above telegram in a letter copy of which has been sent you. The Falkland had been to Chiswick

The Secretary.

London.

482 per Sorata (9.1.15)

2.

Sound taking out cargo ex Junin, and bringing back Goose Green skins etc. She had to wait for the arrival of the Orissa and we took the opportunity of giving her a good load of material and stores which were badly wanted at several ports on the West. I told Captain Saanum to bring in all the wool he could get at Hill Cove, Port Howard and Port Stephens, calling at San Carlos on the return journey to fill up. Seeing that the Sorata was supposed to be here in the fourth week in December, say Christmas, this so far as I knew would be the only chance of clients wool for the ^{March} ~~March~~ sales.

January 2nd. I received by the Orita a letter from Mr Hobbs dated December 28th in which he wrote "I have the Sorata here loading wool - she brought me 3,000 tons coal and I shall fill her with wool unless I hear that you want some space in her. Valparaiso have asked me to ascertain how much space you want, they evidently think I can telephone to you. I have asked Montevideo to telegraph to you, but seemingly without result."

The same morning I received the following telegram from Montevideo "December 26th, what space do you require Sorata leaving Punta Arenas January 7th, Maestaple."

From this it was pretty evident that unless I could get a telegram through quickly the Sorata would be filled at Punta Arenas and we should be left out in the cold, so that night I asked that the following message might be sent "Maestaple, Montevideo. Sorata do not fail reserve 1800 tons measurement, weighing 700 tons."

January 3rd (Sunday). I received the following telegram about 11 am. "Harding Port Stanley. (London December 30th) Cable probable date first wool Goddard." and "Pacific Line, Port Stanley. Valparaiso 12th Room reserved for 1800 tons measurement in Sorata due yours ten days time to lift mails. Orissa leaving Valparaiso end January will call yours for mails. Advise if this will suit or if you require another steamer for mails before that. Pacific Line."

482 per Sorata (9.1.15)

3.

Matters seemed to be going all right - the Sorata apparently was not leaving Punta Arenas until the 7th and I hoped for the increased space asked for in my telegram. I thought it as well to write a note at once to the Governor about the extra mail steamer, asking him to let me know as soon as possible what he thought in order that I might reply the same night to Mr Pearson's telegram which was already three weeks old. In the afternoon he rang me up to say that he did not think an extra steamer was necessary, and in the course of general conversation incidentally mentioned that several telegrams which I had passed in during the previous week for transmission had not been got off owing to the congestion of Government and Naval messages. I immediately explained how very urgent it was that my telegrams about the Sorata should get through and he promised to do all he could. About an hour later he told me that the wireless operator was in touch with the Orita and that he had given instructions to him to pass any messages at once. I thereupon sent the following "Maestaglio" "Montevideo, Advise agent Punta Arenas Sorata do not fail reserve 1800 tons measurement weighing 700 tons. Advise Valparaiso "Orisza will suffice for mails, Harding." The wireless operator told me half an hour later that this message had been acknowledged by the Orita.

January 7th. About 11 am a message arrived from the Captain of the Sorata that he would arrive about 5.30 pm; this upset all calculations as to cargo for I was relying upon having quite 500 bales by the Falkland from George Island and North Arm, and I knew she could not possibly arrive until the 9th. The Sorata did not anchor until after 8 pm, the Captain's experience from 6 o'clock being somewhat exciting. He stopped outside the Lighthouse for the guard boat, was boarded by an officer R.N.R. from the "Celtic" or "Otranto", who asked him if he had been here before. On Captain Jenkins replying in the affirmative, the officer said: "Oh then you know the way, so can go on ahead." The Officer apparently had not been told about the mine field.

482 per Sorata (9.1.15)

4.

and the Sorata steamed right through it upsetting the whole plan of mines. On approaching the field the "Celtic" signalled that he was entering danger. Captain Jenkins interpreted this as referring to navigation, and took no notice. A shot was then fired across his bows from the shore battery, but having a full head of steam could not go astern for fear of the Sorata slewing on to the rocks, and after having been told by the boarding officer to go ahead, he decided to continue. When nearly through the mine field he had a further signal from the "Celtic". If you do not stop at once I open fire on you" He thereupon did stop and it is a lucky thing for him that it was broad daylight, and more so that the mines are fixed electrically and are not contact mines. She will not be able to take anything like all our produce, which consists of 1220 bales wool, 340 bales sheepskins, 64 casks tallow, 167 hides, 78 bags Bones etc and 418 bags of Guano, to which will be added probably tonight a further 500 bales of wool from George Island and North Arm. Captain Jenkins informed me that on January 5th, although he could have filled up with wool at Punta Arenas, he decided to stop loading and come on here. Mr Hobbs was away and he left all sorts of broken marks there. About an hour before leaving he received my telegram from the Agents at Montevideo. I think that an expression of our obligation to Captain Jenkins is due to the PSNC, for it would have been far easier for him to have filled up there and passed Stanley altogether.

4. You will understand from the foregoing that I could not risk replying to ~~the~~ your telegram asking for the probable date of arrival of first wool until I knew for certain that the Sorata would call here.

5. Messrs Salvesen's Manager, Captain Danielsen, came in from New Island in a whaler to send an important telegram to them, and happened to call on me on the Sunday afternoon about an hour after the Governor had authorised the wireless operator to send my messages to the Orita. The operator at my request started the engine again for this telegram to Messrs Salvesen.

482 per Sorata (9.1.15)

5.

and got it through. Captain Danielsen asked for a reply by the 9th and I arranged to be at Brenton Loch to receive the same today. I have just been speaking to him on the telephone now - his reply is not here yet and has to return next week for it.

6. The unreliability of wireless communication is extremely awkward just now, but is one of the inconveniences we must suffer on account of the war. Atmospherics interfere with the communication probably one night out of every two, and so many Government and Naval messages are passed through this station that commercial messages are crowded out during these very short nights.

I am,

Sir,

Your obedient servant,

ENCLOSURES.ORIGINALS.

1. Mr Packe's indent for Telephone sundries.
2. Remarks on Stores and replies to remarks.
3. Copy of Stanley Cash Book for November.
4. Copy of Stanley Journal for November.
5. Establishment Wages Return to 31st December.
6. S.S. "Breynton" account.
7. Particulars to Admiralty Draft.
8. Statement on accounts.
9. Specifications:-

	Wool.	Skins.
W.C.	181/280.	
S.L.		4
P		91.

10. Specification and B/L, shipment per "Sorata".

ORISSA.

February 2nd

15.

483

Sir,

My last despatch left per Sorata on the 9th January, since which date we have not received any mail from England. The Governor informed me on January 24th that he had received a telegram from the Colonial Office that a mail had left England on December 22nd by the Magellan; at the time we could not tell whether the steamer would call here direct, but it is evident now that her mail will be brought across from Punta Arenas by the Orissa due here about tomorrow.

2. The Sorata left at daylight for Las Palmas on the 10th, leaving some 850 bales here; I gave the Captain telegrams to you and to the Agents at Montevideo asking him to despatch them by any station he happened to get in touch with and the same night handed to the wireless here a telegram to the Agents at Montevideo advising her departure, asking them to cable Valparaiso that 800 bales were left here and that we should like another vessel to lift these and an additional 400 bales weekly. Owing to the congestion of messages, as previously explained, this telegram was not despatched until the night of the 18th, and I gather from the fact of your telegraphing on the 20th for full particulars of the Sorata's bales, that the Captain was unable to despatch my telegram to you. Your telegram of the 20th reached me on the 22nd, and I replied the same night. On the same day I received a message from the West Coast Manager that the Orissa would leave Valparaiso on 26th January and would take the 800 left by the Sorata. On the 29th I had

The Secretary,

London.

483 per Orissa (2.2.15)

2.

Another message that Orissa might receive more, and the same night I replied asking for all possible space as we should have 1700 bales on her arrival. Three lighters have been filled with wool in order to facilitate dispatch.

3. Early on the morning of the 16th the Governor rang me up with disquieting news. Montevideo communicated several messages to him during the night, and as our operator was about to dispatch various messages from the Governor and quite a number of private telegrams that had been accumulating, Montevideo requested him abruptly to call off, giving bad atmospheric conditions as an excuse. Our operator however held on and overheard Montevideo calling the signal letters of the German cruiser or battleship "von der Tann". Not receiving any reply Montevideo called again by name in full and despatched a long message of over 100 coded words in German. I have been informed that after the Invincible and Inflexible had left here subsequent to the naval battle of December 8th, a pocket book or letter was found on one of the German prisoners in which it was stated that the "Von der Tann" and possibly a couple of other cruisers had got out of Kiel. This news was presumably communicated to the Admiralty and was the reason for ordering the Invincible back here. She certainly did turn round to return to the Falklands, but was again ordered North. The Governor, of course, knew all this, and when our operator informed him that the "Von der Tann" was being called from Montevideo, it was quite sufficient to be very alarming, especially as we had nothing here but the "Otranto". He had, I believe, contemplated sending away some of the Volunteers and horses, but this fresh scare has stopped that again. So long as the war lasts we must be subject to sundry alarms - the Dresden, Karlsruhe and armed merchantmen are still at large, and at any time other German vessels might slip out in fog.

483 Per Orissa (3.2.15)

-3.

4. On Sunday the 24th The Governor asked me to go and see him to talk over sundry questions, but the main object was to show me various telegrams that had passed between himself and the Admiralty. The wireless installation here has been of inestimable value as a secret means of communication between H.M. Ships and the Admiralty, and was doubtless the prime factor in keeping completely secret the presence here of the powerful squadron on December 7th and 8th. All Admiralty messages have been addressed to the Governor of the Falklands instead of to the Admiral or Senior Officer, and H.M. Ships have intercepted them en route; replies have whenever possible been sent as from the Governor to the Colonial Office instead of from the Senior Officer to the Admiralty. When our installation was projected the Admiralty gave it the cold shoulder, and would not contribute anything towards the cost, but they now realise the value so fully that they have decided to erect a very powerful installation of their own. It is to have seven masts, with aerials E.N.E. and will presumably have a radius of 2,000 or more miles. The direction of the aerials to E.N.E. seems to indicate communication with Tristan d'Acunha; Ascension is too far North and the Cape too far away unless the installation is powerful enough for a distance of 3500 miles. The site selected is sketched at the head of the Bay close to Moody Brook; as a large supply of fresh water (10,000 gallons daily) is wanted a reservoir was to be built. The Admiralty propose to send out about 300 men as soon as possible, to be under the charge of an officer who they state will leave on January 22nd. If this is so, the Cronos will evidently be calling here. The proposition is to house them at the Naval Depot, and to land all material there, so that the first thing to be done is to fit the buildings out for the accommodation of the men and to run a light railway from the Camber to the site for the transportation of materials.

483 per Orissa (2.2.15)

4.

The Admiralty have asked the Governor whether carpenters and masons are available, and whether there is a storage accommodation for about 2000 tons of material; the answer to all this is in the negative, for at present the Naval Sheds are utilised for storage of provisions and ammunition. All this work is bound to bring something in our way, and we will increase our ~~own~~ indents for certain provisions accordingly. The Governor gave me the information in confidence saying that we would probably be glad to know ahead so that we could lay in the necessary stocks. It was certainly very good of him to do so, and is the more appreciated as his policy and actions in the past have been so antagonistic to us. I hope that it will not have the effect of unsettling the labour question again - with so many men on active service as volunteers our labour supply is both short and inferior, and it is to be hoped that this will not make matters worse in that way.

5. Papers in connection with damage to 12 bags Flour in the S.S. Falkland are sent herewith. I am not sure whether this loss is recoverable under our existing policy; if not, I presume you will present the claim to Messrs Lowden & Co against the ship. In view of the smallness of the amount I advised Captain Stanum not to go to the expense of extending the protest as the certified extract from her log would probably be considered sufficient evidence.

6. So far I have heard nothing whatever about Messrs Buzzi & Company; last year the Neuquen arrived on February 11 for the first voyage, and was regarded as being late even on that date. On January 12th I received a telegram from Mr Weiss in Montevideo saying that there was no steamer for here until March and asking what to do - I replied telling him to go to Punta Arenas, and trust that he will come here in the Orissa.

483 per Orissa (2.2.15)

5.

7. Since my last despatch H.M.S. Carnarvon and Glasgow have visited Stanley. The former came in on January 9th conveying the Dutch S.S. "Josephine", which was captured off Possession Bay, Tierra del Fuego. After taking coal and stores from the "Celtic", the Carnarvon sailed on the 13th in company with the "Celtic" and a collier. H.M.S. Glasgow arrived from Montevideo on January on January 27th, took coal, oil from the S.S. "Impoco", stores from the "Crown of Arragon" and left at daybreak on the 30th.

8. A Prize Court was held on the 28th and 29th to deal with the "Josephine", which was condemned as a lawful prize, the Marshall of the Court being ordered to hold the vessel and her cargo of Welsh coal until further instructions from the Court. Copy of letter to Lloyd's reporting the proceedings is sent herewith. Six of the crew who are Germans are detained here as prisoners of war - the remainder leave for Europe in the Orissa. I do not know whether the Josephine and her cargo will be sold here, or whether the latter will be used by the cruisers; the Admiralty have so much coal afloat in colliers now that the Josephine's may be sold with the ship. If sold separately it would be very useful to us, but the question would be where to stow it unless we bought the ship as well. The Lady Elizabeth still has more than half of her original cargo of timber on board, and it would not be safe to store coal on board in her until a coffer dam has been built inside over the damaged part. I should be glad to have some indication of the Directors' views in case the ship and cargo should be offered for sale here.

9. We are sending you by this mail various drafts on the Admiralty for stores and cash supplied to H.M. Ships, also a few small drafts on owners of colliers, the total amounting to over \$1500. I take the opportunity of alluding to our abnormally high cash balance on December 31st last, \$68,000. 8. 9. This is due to large receipts (1) from the Colonial Government

483 per Orissa (2.2.15.)

6.

For the Buildings we put up for them when the Volunteers were called out for active service, and at the instance of H.M.S. "Canopus", vide my despatch 477-26, (ii) from H.M. Ships in payment of accounts for stores supplied to messes and canteens. So many accounts were outstanding at the end of the year that we had to keep the Cash Book open for over a week, and you will see from the Store cash voucher for the month of December that on December 29th and 31st the cash received was over £3500. The Paymaster of H.M.S. Canopus issued about £1000 in Postal orders and British £1 and 10/- notes, all of which were declared legal tender by Treasury notice of December 1st, copy herewith. I must explain however that although our Cash Book showed a balance of £5,000 we did not hold that in circulating "Currency". The Government were unable to pay all accounts in cash or currency and we held at the end of the year Treasury receipts for over £1800 which have since been redeemed. Furthermore, since then we have supplied gold etc to H.M. Ships to the value of over £1100, so that the cash balance is again normal.

10. Information about mails have been so meagre that I asked the Agents at Montevideo to give me all the information they could; on January 26th I received two messages from them "January 24th, Orissa first boat calling yours, and "January 25th." According time table received today Bogota "from London 6th January calls Bahia Blanca Port Madryn and "Stanley." If this latter is correct she ought to have arrived for us, but I have no telegram from you advising the amount, and if we have to wait for the Orissa about the middle of March, we ought to restrict the sale of some classes of provisions, which are getting low.

11. We are proceeding with stocktaking and closing up of accounts, but everything conduces to a feeling of uncertainty about it this year; we have gone through a very anxious time for the past four months; in October we were shipping people

483 per Orissa (2.2.15)

7.

and stores away for safety, from November 8th to December 8th we stood a very fair chance of being wiped out, and since then, instead of being able to make up arrears and get through a lot of preparatory work for closing of accounts, we have had an unusual amount of work in supplying ships. We are now in February, but have no London accounts since October. We do not yet know the cost of the Junin shipment and have not even the measurements of the cargo shipped in her from London. All current work is being carried out all right, shearing, wool collecting and shipping, and store trading. Book and paper work is however in arrears, but most probably most companies are in a similar predicament, and the Directors will not expect to receive the annual accounts as early as customary.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per S.S. SORT 1915.)

Despatch No. 482

Indents Nos. 494

Remarks on Stores & Replies to Remarks

Copy of Stanley Cash Book for November

Copy of Stanley Journal for November

Establishment Wages Return to 31st December

Statement upon Accounts

Specification & B/D, shipment per Month.

Letter to Secretary (S), January 6th & 14th.

ORIGINALS.

1. Cash Voucher, West Store, for November
2. Store Indent No. 495
3. North Arm Store Indent
4. Camp Wages Return to 31st December
5. S.S. Royal Transport - copy of account
6. S.S. Westborough - copy of account
7. S.S. Ruperra - copy of account
8. Manifest of cargo per "Falkland", Voyages 29 & 30B
9. Documents re damaged flour per "Falkland"
10. Coasting Insurance
11. Copy of letter to Lloyd's, with judgement re "Josephine"
12. Copy of correspondence with Com. Service Bureau Telephone
13. Copy of letter to Capt. General E. M. Mow - Jan 1916
14. " " Spearing & S. P. Co. - Feb 1916
15. " " J. S. G. M. & Co. - Feb 1916
16. Copy of telegram received and despatched
17. Mr. Allen's letter to Secretary.
18. Treasury Notice re currency.
19. Shipping Report.
20. Remarks on accounts.
21. Statement on accounts
22. Specification upon

Foot. Skins.

Specifications:-

	Wool.	Skins.
W.C.	181/553.	
N.A.	181 XXX /840.	
D.H.	289/567	
S.	120	
H. & B.	200	
Z.	170	13

ORISSA.
484

February 4th 15.

Sir,

In anticipation that the Orissa might arrive here on the 2nd instant we closed up despatch No 483. I have now to acknowledge the receipt on the 2nd instant per Magellan of your despatch No.1142.

2. 1142-1. The news that we might expect the Bogota to bring all goods on order is very welcome, for we are getting short of a good many articles, and in the absence of any information as to when more might be expected we were restricting the sale of some.

3. Par.2. The insuring of our property here against war risk was a very necessary precaution, though happily we escaped.

4. Par.5. Mr W.M.Dean's wishes as regards his wool have been anticipated - we have now in the hulk 138 bales wool and 15 bales sheepskins, which I trust will be shipped by this opportunity.

5. Par.6. I should have thought that the castigation administered to the PSNC by your letter of December 11th should have sufficed, but ten days later they write me again returning to the charge. A copy of my reply is sent to you.

6. Par.7. The correspondence with Messrs Salvesen & Co. is very interesting and explains in a great measure the attitude of suspicion that has been so noticeable in Mr T. Salvesen's letters. His obvious suspicion that I have been trying to run with the hare and hunt with the hounds arises from an entire misconception of the meaning of the

The Secretary,

London.

484 Per Orissa (4.2.15)

2.

expression "Governor-in-Council," which is the Executive and not the Legislative. The latter, of which I am a member, is a purely legislative body whose functions are confined to voting supplies and passing laws which have previously been decided upon by the Executive Council. The Governor-in-Council represents an executive body, whose deliberations are absolutely confidential. I should have liked an opportunity of explaining to Mr Salvesen that I am decidedly not a member of this body, but from what I saw of him personally and from the tone of some of his correspondence, I doubt very much if you would convince him of my bona fides in connection with the unfortunate shelving of the Columbus by Governor Allardye.

7 & 8. I will consult the Registrar General as to whether it is usual to have a Deed of Reconveyance executed on the repayment of Mortgage.

8. Par.12. We are obliged for the information as to increase in the price of timber; it would be hardly politic to increase prices all round at once, but we will bear in mind the increased value when giving any fresh quotations.

9. Par.14. The assurance given by the Colonial Office that no men required on the stations for shearing would be detained in Stanley for active service was not of much value, for during the last month the hold on the Volunteers has been tightened in every way. So far from releasing a single man, the Governor has said that he requires more - only yesterday we asked for the release of one man as fireman on the Falkland, and were curtly refused. They have at times allowed some to work on a mailboat, but permission is given grudgingly and only the worst men sent. Some time back the men could get leave to sleep out of barracks, but for the last three or four weeks this has been refused and they all have to be in barracks by 10 pm. Shearing has had to be done without them, and it is quite useless for us to count on getting any for the canning work either.

484 per Crisis (4.2.15)

3.

On the question of the utility or futility of the Volunteers there is one salient fact to which the Governor and Colonial Office will always be able to point, and that is that it was a Volunteer outpost stationed on Sapper's Hill in accordance with the Defence Scheme of the Colony which reported the approach of the German cruisers at 7 am on the morning of December 8th. This gave our ships, which were not under steam, a couple of hours extra notice, and it is quite possible that this timely warning may have made all the difference to our ships in catching the enemy.

10. Per. 15. The information as to a motor barge for Darwin will be passed on at once to Mr Allan.

11. H.M.S. "Carnarvon" returned on the 2nd and H.M.S. "Bristol" on the 3rd instant for coal and stores. Two colliers have left, Otranto and Crown of Arragon and other colliers are likely to leave shortly. The Aorangi, store ship for H.M.S. "Australia", arrived, and will leave in a day or so.

12. I enclose a copy of somewhat unpleasant correspondence with Captain Edwardes, R.N. of H.M.S. Otranto on the subject of the account sent for hire of Flym and lighter Nimrod, which you will see is being referred to the Admiralty. In my letter to Captain Edwardes I should have referred to December 26th as a holiday not a Sunday. Captain Edwardes considers that £4 is "exorbitant and out of all reason", but you will no doubt agree that in view of all the circumstances which I have detailed in a separate memorandum it is quite a reasonable remuneration for all the work done. The Otranto has given us more trouble than all the cruisers put together; nothing but contradictory orders and unpleasantness from the R.N.R. officers. These vessels are not altogether happy ships - the mixture of R.N. and R.N.R. does not conduce to harmonious working.

I am,

Sir,

Your obedient servant,

481 Dec Order (4.2.15)

3.

In the question of the utility or futility of the Volunteers there is one salient fact to which the Governor and Colonial Office will always be able to point, and that is that it was a Volunteer outpost stationed on Sapper's Hill in accordance with the Defense scheme of the Colony which reported the approach of the German cruisers at 7 am on the morning of December 8th. This gave our ships, which were not under steam, a couple of hours' extra notice, and it is quite possible that this timely warning may have made all the difference to our ships in catching the enemy.

10. Jan. 15. The information as to a motor barge for Darwin will be passed on at once to Mr Allen.

February 5th. 11. H.M.S. Carnarvon returned on the 2nd and H.M.S. Bristol on the 3rd instant for coal and stores. Two colliers have left, the Otranto left yesterday; the Crown of Aragon and other colliers are likely to leave shortly. The Aorangi, store ship for H.M.S. Australia, arrived, and will leave in a day or so.

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1871 (1872-1873)

4.

From Captain Grant of H.M.S. Calceus (a copy of which has been sent to Mr Cobb) in which he thanked me for our assistance which he said had been invaluable. We have done other small services such as landing an occasional party of liberty men and sending them back on board - these are matters one would not think of alluding to in the ordinary way, but Captain Edwards's letters are so very offensive that we are bound to quote them in self defence.

13. On the 26th inst. I received the following telegram from Valparaiso "Do not accept cargo London unless our option 'final discharge Liverpool. Clause Bills of Lading to that 'effect Pacific Line.'" A copy of the PSNC letter confirming this and instructing us to the exact wording of the clause is sent herewith.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

1. Store Indents, Nos. 495
2. Remarks upon Stores
3. S.S. British Transport, - copy of Accounts
4. S.S. Manchester Civilian, - copy of Accounts
5. S.S. Langoe, - copy of Accounts
6. S.S. Tregurno, - copy of Accounts
7. S.S. Impoco, - copy of Accounts
8. S.S. Cairnross, - copy of Accounts
9. S.S. Withersea, - copy of Accounts
10. Consular Protests, - "Croyes" and "Bogota"
11. Correspondence with Captain Edwards R.N. - H.M.S. Otranto
12. Copy of letters from P.S.N.C. Liverpool, 11 Nov. and 21 December
13. copy of letter to P.S.N.C. Liverpool, - with copy of account
14. Copy of letter from P.S.N.C. Valparaiso, - January 27th.
15. Copy of letter to P.S.N.C. Valparaiso, - February 6th
16. Parcel Receipt for Box containing Telephone per Orisco
17. Statement on Accounts
18. Specification & Bills of Lading, - shipment per Orisco

Gorgovado,
485.

February 24th 15.

Sir,

I wrote last per Orizaba, which left on the 7th inst. Loading was completed on the night of the 6th, but as a gale of wind was blowing the Captain waited until the afternoon of the 7th. The Bogota arrived on Sunday the 21st, bringing your despatch No. 1143.

3. 1143-2. I need hardly say the Directors' approval of the steps taken to safeguard the Company's property and the sympathy expressed for us is much appreciated by all. We were told that there was a story in Valparaiso that the Agency here was deserted, but the Directors may rest assured that all, including all the Foremen, stuck to their posts.

3. Par. 9. Mr Waldron's debit balance at the end of 1914 must be well under £1,000, and since then he has paid in further sums.

4. Par. 10. Captain Foote knew that the "Harry Lundy" had been damaged, and asked that we would go on board and see her in the hold before she was touched.

5. Par. 16. I learn that Dr Siddons got so far as Monte Video, but when he was informed by the Agents there that there would be no steamer for Stanley until March, he decided to return to England. He was very wroth as the PSNC had given him to understand that he would have no difficulty in getting from Monte Video to Stanley.

6. Par. 18. When you received the original of my despatch per Orizaba you will have noticed that I made an alteration which was probably omitted from the carbon copy which you

The Secretary,

London.

#35 Der Corcovado (24.2.15)

2.

and by the Junin. I had written "the only advice I have received as to Mr Richards's mission", but altered this to "the only advice I received by this mail". The matter entails a rather lengthy explanation, but in view of the tone of a letter I received from Mr Connell by the Bogota, it is better that you should have the explanation.

On September 18th Mr Connell wrote "Mr Richards who is in the office here, and who has dealt with matters relating to the Falkland since she was first contemplated will come out with her (Junin) and will act as supercargo for a month or two, so that he can get a thorough grip of the trade, arrange matters of account and find out exactly what Captain Stanum wants. He will probably go on to the West Coast after having gone round in the Falkland for a time."

Your despatch of October 14th informed me "You will learn from Messrs Lowden & Company that they are sending their Mr Richards out in the Junin to gain experience in the working of the Falkland, and to act for a time as ship's clerk until more permanent arrangements can be made." Two days after the arrival of the Junin the Governor telephoned that he wished to see Mr Richards; and afterwards discussed mail contract, victualling etc with him. Mr Richards remained on board the Junin until the 20th and then when I wrote my despatch per Orita it was arranged that the Falkland would go to Salvador and I thought he would then join her as both you and Mr Connell had written that he had come out to act as supercargo or ship's clerk and to gain knowledge of the working of the vessel. Seeing that Mr Richards had told me that he would be here for only about six weeks I was rather anxious that he should take that trip and see all the ports in Salvador waters, as in all probability he would not be going there again for possibly two or three weeks months and that would have been his only chance of seeing the working at those stations. In writing that I did not care to advise him one way or the other, what I had in my mind was - both

485 per Corbovado (24.3.15) 3.

you and Mr Connell had written that he had come out as "ship's clerk", in which case he would, ordinarily speaking, have been entered as such on the ship's articles; he made no move in the direction of acting as supercargo, but discussed the mail contract etc. with the Governor and acted as Messrs Lowden's representative and as one of their firm. The Governor received a letter stating that Mr Richards was in Messrs Lowden's firm and had their entire confidence etc. - one was from Mr Bell who is well known to Messrs Lowden - whether he had one from Max the latter as well I do not know, but the letter he did receive led him to understand that Mr Richards was sent out to represent them and to discuss questions relating to the Falkland; by that mail they did not write me at all. Is it surprising therefore that I wondered what Mr Richards's mission really was? Mr Richards will I am sure admit that he did not do a stroke of "ship's clerk" work whilst he was here; he was given every facility for gleanng information about the ship, accounts and ports - in fact I took the opportunity of landing a man and stores on the Sea Lion Islands in order that he might appreciate for himself what a call there entailed. As he stayed longer in the Islands than was originally contemplated he was able to see most of the ~~Xxxxxx~~ stations.

7. Par. 22. I am sure that the generous donation of a further £1,000 towards War Relief Funds will be considerably appreciated. Our total towards the National Relief Fund is within £10 of £5,000 already, and the Governor hopes to collect quite £500 towards the Belgian Relief Fund.

8. Par. 23. Mr Nicholls arrived by the Bogota, but will remain in Stanley for a while until Mr Allen has a house ready for him. He wants a few days in order to pick up furniture.

9. The Registrar of Deeds has been consulted as to your 1148-2 on the subject of executing a deed of reconveyance when a mortgage has been repaid, and writes me as follows:- "In the case of local mortgage deeds it has been the practice

485 New Corroville (50.2.15)

4.

"to act under Section 6 of the Titles to Land Ordinance 1904. Satisfaction of mortgage moneys being expressed on the mortgage deed, it does not appear to have been the practice for mortgaged property to be reconveyed on settlement of the mortgage. A note is simply made in the Register to the effect that the mortgage has been discharged in the terms inserted on the mortgage deed. In this case the amount of the mortgage was exceptionally large and looking to the wording of the mortgage deed, which is different to our printed form, it would perhaps be safer if the parties interested got a proper reconveyance executed. There is certainly nothing in the local law which would appear to require a formal reconveyance being executed."

10. I omitted to mention by last mail that Messrs Smith & Sons of Johnsons Harbour have given formal notice of ~~the~~ their intention to pay on June 30th a further sum of £1,000 off their mortgage.

11. Three whale catchers of the Odd Whaling Company arrived here on the 8th instant with the crew (97 men) off the factory steamship "Guvernoeren", which was totally destroyed by fire on January 27/31st at the South Shetlands. As it was impossible to accommodate such a number on shore, and at that time we had no news of any steamer likely to call homeward bound, I advised the Manager to send the boats with the men up to Montevideo and they left on the 12th instant. We advanced sufficient funds to meet port expenses and cost of provisions, and enclose draft for £107.16. 1. The "Guvernoeren" and her catch were fully insured. Duplicates of last mail were sent to Montevideo by these whalers.

12. The enclosed copy of my letter to the PSNC, Liverpool, will explain the circumstances under which I telegraphed to them on the subject of shipping a quantity of wool by the Admiralty store ship "Crown of Arragon".

485 Per Corcovado (24.2.15) 5.

13. I am glad to report that Mr Weiss arrived by the Bogota. I wrote him a letter by the Orison to Montevideo mentioning this change, but found that it would be too late for him to get to Bahia Blanca by rail via Buenos Aires. He had however learned from the Agents that the Bogota would call at Bahia Blanca, and on his own initiative proceeded there, my letter following him. As you will be glad to know that he has returned here I will add a few words to the next cable.

Mr Allen will hardly be able to find more than 12,000 sheep for this season's panning, and from the telegram from Waldrone to Mr Evans, copy enclosed, it would appear that Buzzi really intends to send for live sheep, in which case we cannot rely on purchasing from outside farms. At the same time Weiss informs me that he obtained some interesting information both at Buenos Aires and Bahia Blanca about Buzzi. At Buenos Aires he learned that they are hardly likely to employ Roy again - at that time, he was in London cobbling out that prospects were very good, but always wanting funds. At Bahia Blanca Weiss got in touch with the people who have been handling the Falkland Islands sheep sent there, and was told by Buzzi's agent, that he had not heard of any coming this season; further, that the Neauguen had been condemned and that the only steamer they then knew of being available was the Rabbione; this is an old vessel, 37 years old, belonging to A. Rabbione, who wrote me from Bahia Blanca in July 1913 wanting to buy sheep and export cereals. The firm is apparently in difficulties and want to sell the steamer. However, on arrival at Port Madryn Weiss learned from the Manager of the railway running up the Chubut Valley that he had chartered this same steamer to take wool up to Buenos Aires, as the boats from the South were usually full before arriving at Madryn. We do not know how long this charter will last, but Weiss may hear something further about it by the Crita. He learned incidentally at Bahia Blanca that they do not like

485 Per Corcovado (24.3.15)

8.

Falkland Island wethers for freezing; they are big boned sheep with but little meat on them, and when frozen the meat on the ribs seems transparent, giving a bad appearance. They would not mind grass from 50 to 56 lbs each, and would much like to get a number of lambs from here.

Canning prospects therefore, beyond our own supply, are very uncertain and unless we could rely on 20,000 for killing it is not worth while to go to the expense and trouble of getting Chilians across from Punta Arenas. Weiss suggests under the circumstances that we might work as follows:- Start at once making cans for 10,000 sheep; this would take about three weeks, say up to the third week in March, then with the present staff he could kill for two days and can on the third, making two cannings per week. This would be quite feasible during the month of April when the weather is cold, and with ordinary luck he would get through about 2,000 a week. If the Admiralty proceed with their new Wireless installation and send out 500 men, we ought to keep back some extra sheep for Stanley mutton, as 500 men would consume a dozen or so a day. Mr Allen will no doubt supplement the sheep with a few cattle. I have had to write this hurriedly without reference to him as he has been away at Egg Harbour etc. He will be able to give you his views direct by the Quillota, leaving in ten or twelve days time.

14. The Bogota arrived on the afternoon of Sunday the 21st and left on midday on the 25th. We managed the taking delivery of general cargo without difficulty, but were not prepared for 400 more tons of steam coal for the Falkland which must be kept separate from our own stock. The Chief Engineer of the Falkland seems convinced that we have been trying to rob him of his coal, and it would be fatal to store any in the same hulk as our own. We therefore had to put alongside the Bogota the Falkland for about 25 tons, Francis 50, Capricorn 100, Oventolin 70, and the Fleetswing for the balance. She has on board some 40 odd tons of house coal in bags for shipment.

485 per Corcovado (25.3.15) 6.

to the West, but the Falkland's coal has now to go on top. In any future shipment I hope we may be advised ahead - if not possible by a mail in advance, then by telegram.

15. The accounts of the S.S. Falkland up to December 31st are enclosed, with a copy of my letter to Messrs Lowden & Co. You will see that two matters in connection with the accounts require to be settled between you; the price of the boats and the price of the coal supplied. As regards the latter, we showed that it had cost us in hulks 54/1 per ton; we should have in addition at least 4/-, this being the agreed charge for storing their supply.

16. The Corcovado arrived on the afternoon of the 23rd with a fair amount of space, but very little freeboard. Next morning she went alongside the Great Britain and will take all the wool she possibly can - the quantity however depends upon the weight, but Captain Collin hopes to take quite 1000 bales. We have on hand 1709 of wool in addition to sundries, such as tallow, hides, bones etc, so that we shall probably have 700 still for shipment. The PSNC are sending in the Quillote homeward bound about 7th March, and say they will try and reserve a little space in her. By the time she arrives we shall have another 500 bales from North Arm, and it is to be hoped that they will provide more space yet before long. Specification and Bills of Lading will be sent from Rio by the purser in a separate letter, also a telegram giving full details of the shipment.

17. The new Colonial Secretary, Mr Condell, is expected to arrive about the middle of March in the Crita, and Mr Allardysse is anxious to leave as soon after as possible. He telegraphed some time ago to the Colonial Office to try and get the Crona to call here homeward bound at the end of March, but so far has no reply. If she does not call here he is uncertain as to whether to proceed to the Bahamas via the West Coast, Colon and New York, or to take the Crita homeward bound. The new Governor will probably arrive by the next outward mail after

185 The Corporation (5-15) 8.

18. The Corporation that may

18. The military transport "Brown of Arragon" is expected to arrive some time today, probably for Devonport. This leaves us with only the Celtic and one soldier here.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

1. Store Indents Nos. 496
2. Remarks upon Stores
3. Mr. Packe's Indent, = February 1th
4. Coasting Insurances
5. Manifest of cargo per "Falkland", = Voyages 5B and 6B
6. S.S. "Pensilva" = Copy of account.
7. S.S. "Kilmwood" do.
8. Odd Whaling Co. do.
9. F.I. Transport Co. do. (with 2 carbon copies)
10. Copies of telegrams received and despatched.
11. Mr. Khan's letter to Secretary.
12. Letter to Odd Whaling Company with receipt for £3.
13. Copy of letter to Brown & Robinson & Co. Ltd. with Dr. Pearce's acct.
14. Copy of letter to Union S.S. Co. of New Z. with acct for £4.4.0.
15. " P.S.N.C. Liverpool. Feb 17th.
16. " Western Telegraph Co.
17. Shipping Report.
18. Remarks on accounts.
19. Statement on accounts.
20. Copy of letter to Messrs Lowden & Co.
21. Specifications:-

	Feet.	Skins.
N. .	841, 988	2.
F.C.	553, 555.	
J.B.M.	244.	
J.B.	126, 327.	
S.I.	91.	
T.R.	150	3

485 per Corcovado (26.2.15) 8.

February 26th.

18. Since writing the above the Governor has received a telegram from the Colonial Office that the Oronse will call here homeward bound about March 31st, and that he is to proceed to England in her, provided that the Orita's arrival here with Mr Condell is not unduly late. I have also received a telegram from Montevideo that the Quillota will arrive here March 10th instead of 7th.

19. Last night your telegram arrived reporting that wool had touched 15½s, and that the market is still strong. This is excellent news and makes one hope that the PSNC will find us more space as soon as possible.

20. The Admiralty transport "Crown of Aragon" left yesterday afternoon for (?) Devonport and H.M.A.S. "Geltie" this morning for the Abrolhos Rocks, the naval base off the coast of Brazil about 18 degrees South.

21. The Corcovado finished loading this morning, but has to wait for high water as she is now drawing over 25 feet. I am glad to report that she has taken just 1003 bales of wool and 5 bales sheepskins. I did not intend these latter to be shipped but they were the first to be put on board by our men and were covered up with wool before I was aware of it. The steamer tallies 280 Bales WH, but Mr Allan's total was 279 only; if the outturn therefore is 279, no claim should be made on the PSNC for one short. Specification and Bills of Lading are sent herewith. I am cabling you details of the shipment via Rio; this message will probably reach you as quickly that way as by wireless, as there has been a good deal of interruption of the service lately.

I am,

Sir,

Your obedient servant,

QUILMOTA.

March 9th 15.

486

Sir,

My last despatch left per Corcovado on February 27th.

2. Your telegram of February 26th conveying permission to ship wool by the "Grown of Arragon" provided she went to London reached me on March 1st, just two days after she had sailed. I think that she was going to Devonport, but if we had been able to ship a fair quantity of wool by her, it is possible that the Admiralty might have allowed her to proceed to London first. The PSNC, Valparaiso, telegraphed on the 4th instant "We (? are) advised Directors you could ship "by Government steamer. No room reserved in our steamer", and I replied the next night "Government steamer left. No wool shipped, wait advice advised. Please reply." We seem to be likely to fall to the ground between two stools over this matter.

3. Messrs Buzzi & Co are evidently resuming the export of live sheep this season after all; on March 1st a telegram arrived from Mr Roy stating that he would come down by the Grille and that a steamer would arrive in the Islands about March 15th.

4. Mr Allan has written you by the mail on the question of canning at Goose Green this year; since his letter was written I have heard that he has purchased 1,000 sheep from Mr Parker. During his stay in Buenos Aires, Mr Waite got in touch with the Secretary of the British Patriotic Committee there, who keeps a Register for the benefit of British who are thrown out of employment by the War. He enquired about an Engineer and

The Secretary,

LONDON.

486 per Quillota (9.3.15) 2.

was recommended a Mr Challis; when Weiss returned here I decided to telegraph and get him down if possible, offering passages and \$12 a month for three months with the prospect of a permanency. He will be down in the Orizaba and I hope will turn out suitable.

5. Is it possible to resume the practice of telegraphing us the tonnage of outward cargo by the PSNC steamers? The absence of information ahead as to probable dates of arrival and the amount of cargo to be landed is really very inconvenient.

6. I enclose copy of a letter from the Colonial Secretary, quoting a telegram from the Admiralty in which they state that you had placed the resources of the Company at their disposal, and requesting us to land by first week in April some 2,000 tons weight of sand and shingle at the head of Stanley Harbour. I walked down to Moody Valley and found that the nearest place where we could land this from lighters is nearly $\frac{1}{2}$ a mile from the head of the Bay, and we should have to put up a rough jetty for lighters to go alongside. The Governor asked me to go down and talk the matter over; I suggested that he had written the letter with his tongue in his cheek - he is highly amused at the Admiralty, five weeks ago he telegraphed telling them that it would be useless to rely upon having such large quantities landed ready on the site as the local labour supply was not equal to it. Still they repeated the request, and on hearing that you had placed our resources at the disposal of the Admiralty, thought he had better let us know at once what was required. We came to the conclusion that a light jetty some 700 yards from the head of the Bay would be of great assistance to the work as well as being indispensable for the landing of shingle and sand, and I propose to proceed with this. He thinks too that we might land 100 tons each of sand and shingle at the Naval Depot, whence it could later be transported to the site of the Wireless Station by their light railway.

7. Your despatch per Bogota did not bring the London message

486 per Guillaud (9. 186)

for December, and we are therefore obliged to close the final
closing of our accounts at this point. The usual series of accounts
submitted are likewise delayed as some of the clients will
probably have paid in cash to credit of account towards the
end of the year, and these credits affect the calculation of
interest.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. (Originals per "Corcovado", February 26th.)

Despatch No 486

Store Indents Nos. 496

Coasting Insurances

Remarks on Accounts

Statement on Accounts

Specification & Bills of Lading, - shipment per "Corcovado".

ORIGINALS.

1. Store Indents Nos 497
 2. Coasting Insurances
 3. Manifest of cargo per S.S. Falkland, - Voyage 7 B.
 4. Copies of telegrams received and despatched
 5. Copy of letter to Col. Secretary re labour, - February 27th
 6. Copy of letter to P.S.N. Co. Liverpool, - March 10th
 7. Copy of letter to Pinto Basto & Co.
 8. Copy of letter to M. Schwarz
 9. Copy of correspondence with Col. Secretary re Admiralty Works
 10. Copy of letter to Wm. Cooper & Nephews
 11. Mr. Allan's letter to Secretary
 12. Shipping Report
 13. Statement on Accounts.
-

Oronsa,
487.

March 29th

15.

Sir,

I wrote last per Quillota which left on the 16th, and received the same day your despatch No 1144 per Oronsa via Punta Arenas. We were glad to have this before the arrival of the Orita to enable us to make one more step ahead with the annual accounts.

2. 1144-6. May I ask you to send to Mr Connell a copy of paragraph 8 of my despatch 485, unless you have already done so? In view of communications I have had from Mr Connell by each of the last two mails it is evident that he resents my reception of queries on accounts - in a letter to him dated November 27th I expressly stated that I welcomed any opportunity of giving the fullest explanations of any items. It is quite true that Mr Connell wrote me that the questions were not asked in any captious spirit, but this did not seem to condone the terms in which some were couched. It was not a personal matter at all - I regarded some as casting reflections on the integrity of the Company and am glad to learn that such was by no means the case.

3. Par. 7. I have consulted the Postmaster about our telegram of August 8th; he shewed me the returns from the Uruguayan station at Cerrito shewing that they had received the full message and had charged for re-transmitting the telegram same. Thinking that this ~~letter~~ may not have got through a letter was sent to the Western Telegraph Company asking

The Secretary,

London.

487 per Oronsai, (29.3.15) 2.

them to send in clear "Paske not leaving Orinon, tell "Friends". It was useless then to ask anything about shipping produce by the Sorota as she had sailed some days previously with everything on board.

4. Par.9. I am able to send you without reference to Mr Allan a statement shewing the wages earned each month at the Canning Factory for the years 1913 and 1914. As soon as canning was finished in 1913 a good deal of improvement work was undertaken, especially as soon as winter was over, and you will find that in October and November the wages amounted to no less than £351. Seeing that from May to December that year so much of the work at Goose Green was construction work and not canning proper, Mr Allan and I decided that it would be a fair division to charge one half the wages to Canning and one half to Buildings. To make the matter quite clear - you will find that the wages charged to Canning account in the closing entries of 1913 accounts were £1884.19. 3. This figure was arrived at, as follows:-

Wages as per detailed monthly list,

January to April,	1433. 8. 3
ditto.	
May to December, one half,	<u>451.11. 0</u>
	<u>£1884.19. 3</u>

In 1914 canning was not finished until well on in May - the average monthly wages for the remainder of the season amounted to under £70 per month.

5. Par.10. Mr Allan will send in by first opportunity the effects of the South Petherton men who lost their lives on December 1st, and these will be sent home as directed.

6. Par.11. We sent in despatch No.481 a certified extract from the logbook of the S.S. "Falkland" relating to the loss of 1 Balex of Sheepskins on December 4th last when discharging into the Great Britain. It is difficult

487 per Orons, (29.3.15)

5.

to trace the number of the bale, but we think it must be either 56 or 67.

7. Par.14. I quite appreciate what you say as to £15 per month being somewhat high to pay to Adam but had in my mind the fact that he has served five years; had he remained here I understand that he would have married. But by last mail he learned that one of his brothers was killed in action, - two others are training, and his people wish him to go to England. He asked if he might be regarded as being on leave, with the option of returning, but I told him that this was not feasible. He is quite worth keeping in touch with in case there is an opening either here or at Darwin, and I have told him to keep us informed of his whereabouts. He leaves by this mail.

8. Par.16. Mr Henry Waldron's debit balance has been reduced in the year from £1420 to £640; in December we forwarded his cheque on London for £70 and there are still 16 casks Tallow of his awaiting shipment. Seeing that his produce last year netted nearly £1000 we may, I think, assume that the debt will be still further reduced during the current year.

9. Pars.1144/17 and 1145/5,12 and 15. Due note is taken of the arrangements with the Admiralty in connection with the new Wireless Station, and I need only say now that all instructions will be carried out when the steamers arrive with the staff and materials. We fortunately shall be able to clear up the Orita's cargo beforehand, and may be able to get some sand landed at the Naval Depot, but it is quite out of the question to get 2,000 tons deadweight of sand and shingle landed at Moody Valley by the first week in April. As regards lighters, you have told the Admiralty that we have four here, but we have only three, the Nimrod, Fairy and Rosa Baker. The Tilton was badly damaged in a gale in 1911, and Mr Girling informed you in July 1911 (deppatch No 402/19), as follows:-

487 per Oronsa (29.3.15)

4.

"the Tilton was severely damaged in the gale of January
"last, and is condemned as not worth spending money on."
This loss of the services of the Tilton was, in fact, the
commencement of all the correspondence and negotiations
leading up to the purchase of the two steel lighters on
their way out now. I suppose that in order to carry out
your undertaking to provide four lighters we must, if
necessary, use the Lafonia.

10. Pars. 6 and 7. The Board's instructions as to the
valuation of stock and the method of treating the cost
of the new buildings at Darwin have been carried out, and
are dealt with at more length in my despatch by this mail
covering the accounts for 1914.

11. Par. 14. I am glad to have from you a statement
showing the increases in the rates of freight charged to
Punta Arenas by the PSNC, and can assure you that I lose
no opportunity of impressing on the clients the advantages
they are reaping from the freight contract.

As regards shipping of produce home we have been
liberally treated by the PSNC, but we seem likely to go to
the wall now that the negotiations for shipping by the
Crown of Arragon have failed. You will have learned from
my letter of March 16th that the West Coast Manager has
stated that he is unable to say when any space will be
available, and as produce is accumulating we may have to
cast round for other means of shipping. Seeing that you
are now on such good terms with the Admiralty you might
be able to arrange with them to ship everything by the
Freshfield or Ismailia. I have received a letter from
H. Fredriksen of Kristiania, representing the Rethval
Company, stating that the Factory ship "Falkland" will have
a lot of space available. Under the new export regulations
she must take her cargo of whale oil to the United Kingdom,
and this would have been a good chance, but for the cer-
tainty that the wool would be catalogued as oil damaged if

487 per Oronsa (29.3.15) 5.

shipped in a steamer carrying whale oil, whether it were in a separate hold or not. If, when this steamer arrives here it is worth while to cable you, I will do so.

12. Par.17. The original specification of Goose Green tallow is sent herewith - I am sorry that owing to its having been filed away prematurely this was overlooked before.

13. The Norwegian S.S. "Bangor" laden with coal which is supposed to have been destined for German cruisers arrived here on the 18th in charge of a Naval Lieutenant and prize crew from H.M.S. "Bristol". According to the statement of Captain Hansen, she left Baltimore on February 4th with 7,000 tons coal, consigned to the Compania General de Obras Publicas, Buenos Aires; on February 28th one of the rudder chains broke and was temporarily repaired, but they decided to stop at Montevideo to have this properly repaired before proceeding up the narrow navigable channel of the River Plate. She arrived at Montevideo on March 3rd, and on the 6th the Master received instructions to proceed with the coal to Corral for orders as it had been sold to Messrs Salvadora Bernand & Company of Valparaiso for discharge at either Valparaiso or Iquique. She left Montevideo on the 7th, but on the 14th instant in latitude 53.1'.22" S, W. longitude 73.46'.30" was seized by H.M.S. Bristol and ordered to proceed here in charge of one of her lieutenants and prize crew. The Bangor was stopped by the "Celtic" outside Montevideo and papers were examined, but was allowed to proceed; at that time he had a Telefunken wireless installation in working order, but when stopped by H.M.S. Bristol this had been taken down and should be below. The agents in Montevideo who passed him instructions to proceed to Corral were Dorner & Bernitt, who acted as intermediaries for the Josephina. Presumably the Government have some inside information which will only come out at the trial. As Norwegian Consul I am in a difficult position, and am bound to

487 per Oronoa (29.3.15) 6

assist the Master. I have informed the Norwegian Government that there is no legal assistance to be had here. Properly speaking, the C.O. should send out a special Judge to try the case, and the owners of ship and cargo might also send a lawyer to defend their interests, for the value of ship and cargo must be in the neighbourhood of £100,000.

14. I received your telegram reporting the purchase of 300 tons of coal ex Josephine, and the Governor mentioned that he had been advised of this by the Admiralty. He seemed to think, however, that some of our cruisers may still want coal, and as all the colliers have left the Admiralty might possibly want all the Josephine's cargo. I replied that we were not in immediate want of it and did not want to take delivery at once, so that if the Admiralty required it, you would no doubt come to terms with them. The coal just in the main hatch of a vessel is often small, and the only advantage in being the first to take 300 tons out lies in the fact that it is a shorter hoist. At present our hulks are all full owing to the extra 400 sent out for the Falkland, but this being regularly reduced.

15. The day after the Quillota left we received the welcome news that the Dresden had been sunk; now that this has been accomplished the expenditure on Volunteers will be reduced and regulations generally relaxed. All horses are to be sent away except 24, the men are no longer required to sleep in barracks, and in all probability shortly the numbers will be reduced.

16. Mr Condell, the new Colonial Secretary, arrived by the Orita, and Mr Allardyce leaves by this mail. Owing to the postponement of the departure of the Euzaze Ortega until April 15th the new Governor, Mr Young, will not be here for six weeks. This delay seems unfortunate, for the whaling companies will be all calling here shortly, and the question of renewal of licences has to be dealt with. Moreover, the case of the Bangor, which appears on the face of it a difficult one, ought not to be delayed.

487 per Orono (29.1.15)

7.

17. The shipment of the balance of Messrs J.L.Waldron's and Messrs Geo.Bonner & Co's produce, to the exclusion of other clients, by the Corcovado may be the subject of some comment, and I ought to have explained this at the time. The Corcovado arrived drawing 25 feet of water and on that morning the Falkland was alongside the hulk discharging cargo. The WKC mark was finished and she had just commenced discharging JB bales. We stopped this on hearing that the Corcovado was coming in - in order to get her away as soon as possible the Falkland was placed alongside and the JLW and JB wool discharged direct. At that time it should be remembered that I had had a telegram from Valparaiso that the Quillota might take some wool, and there was every reason to suppose that space would also be reserved in the Orono and other steamers to follow soon afterwards. Had we known that no more space would be available we would have endeavoured to make some arrangements getting away some of the other clients' wool in preference to those who had already had some of their clip shipped.

18. The colliers "Manchester Civilian" and "British Transport" have returned here from the Abrolhos on the 26th and 28th instant respectively. The former is taking in stores and will leave on the 31st to meet H.M.S. Bristol, the latter leaves this afternoon again with a bag of mail. As we write, the Nantzen is reported at the Lighthouse.

19. We received this morning a telegram as follows:-

TELEGRAPH WHETHER YOU CAN PAY THREE THOUSAND POUNDS
REIMBURSEMENT SIGHT REMITTANCE LONDON QUOTE
COMMISSION IF ANY PAYMENT TO LEANZO ROY BANCO LOMBA

We have heard nothing at all from Messrs Buzzi & Company, the above would seem to indicate that Mr Roy and Mr Buzzi may be endeavouring to export sheep on their own. We have heard at Bahia Blanca that the Nauguen had been condemned but by last mail had a letter from someone there who said that he made a claim saying that Roy had endeavoured to ship

487 per Orono (29.3.15) 8.

a steamer in England, but had failed; further, that they were trying to patch up the Neugum in the hope of getting her away from Buenos Aires about March 30th. Roy telegraphed me that he would come down in the Grita, but did not turn up and I have heard nothing further from him. The telegram, which is presumably from the Banco de Londres y Rio de la Plata, is somewhat unintelligible, and I am replying at once "Requiring further particulars, writing by Orono." A copy of my letter to them is enclosed. I received at the same time a telegram from J.L. Wilson Ltd. London, transcript of which will be seen in the copy of letter to them enclosed. I am telegraphing to Messrs Buzzi & Company tonight asking whether they intend to send a steamer or not, and asking what is Mr Roy's position.

I am,

Sir,

Your obedient servant,

See letter to Secretary

dated April 2nd copied

in General Letter Book page 572

RECEIPTS.RECEIPTS (originals) per "mail" etc. March 1894.

Despatch No. 486.

Slave Invoice No. 487.

Remarks on Slaves.

Contracting Insurance.

At London - letter to Secretary.

Statement on account.

Particulars of Receipts of R. & J. Jones.

Copy of letter to Secretary, March 1894.

ORIGINALS.

1. Slave Invoice No. 486.
2. In case - letter to Secretary.
3. Remarks on Slaves and replies.
4. Contracting Insurance.
5. Manifest of "Blackland" cargo - Feb 1894.
6. List of Company Vessels, 1903 & 1904.
7. General report on return - 1904.
8. Copies of documents received and dispatched.
9. Copy of letter from Mr. Jones, 17 Jan. and reply (17 March).
10. " " " " " " " " " " " " " " (16 March).
11. " " " " " " " " " " " " " " (March 1894).
12. " " " " " " " " " " " " " " (16 March).
13. " " " " " " " " " " " " " " (16 March).
14. " " " " " " " " " " " " " " (16 March).
15. Bill of report on condition of "Blackland" - March 1894.
16. At London - letter to Secretary.
17. Copy of Mr. Jones's Company's Account (with press copy).
18. Shipping Report.
19. Remarks on account.
20. Statement upon accounts.

32. Specifications.

	<u>Foot.</u>	<u>Shave.</u>	<u>Polish.</u>	<u>Wash.</u>
S.	1.75	3	3	10.
P.H.	1.00	3.		
H.G.C.	1.00	15		
N.S.	5			
Y		25		
S				

UNDER S. P. & S. CO. ACCOUNTS.LIST OF FOLIO-BOOK ACCOUNTS.

✓	McQuinn & Smith	Settin. copy	<i>W. H. Chase</i>
✓	John Lowmeyer & Son.		
✓	John & Company.	"	" <i>W. H. Chase</i>
✓	Perkins & Son.		
✓	Brooklyn & Shadock.	"	"
✓	John & Son.		
	Shadock Brothers.		
✓	W. H. & Company.	"	"
✓	H. & G. Cobb.	"	"
✓	Spencer & Son.	"	"
✓	Geo. Jones & Company.	"	"
✓	Indro-atic.		
	W. H. & Son.		
✓	H. & P. & Son.		

UNDER S. P. & S. CO. ACCOUNTS.

Printed copies of all accounts current.

ORONSA.

March 29th

15.

488.

Sir,

I forward to you herewith the accounts for 1914, which shew a nett profit of £65,372.14. 7, the highest figure yet recorded. The increase over the previous year is £5600. 7. 6, and you will find enclosed a tabulated statement which will enable the Directors to see at a glance the various increases and decreases.

2. FARM ACCOUNT £59346.11. 3, an increase of £7552.14. 3. The accompanying abstract of the Farm account will shew that this large increase is due entirely to the enhanced value of canning products; unfortunately, we have not yet received from you the account sales for the canned meats, and we have consequently been compelled to estimate their value. In par. 21 of your despatch of November 11th you informed us that the produce was selling at abnormally high prices, 1700 cases of mutton having been cleared at 50/- per case, and 500 cases of beef at 45/- and 46/-. Since then nothing seems to have occurred to diminish these prices, and in valuing the cases plus the by products, at £10,000 we are doubtless well within the mark. I assume that as the exact figure is now known you will amend our Profit and Loss Statement accordingly. I must however take the opportunity of pointing out that the large sales of mutton to the cruisers from October to December has had the effect of benefitting 1914 at the expense of 1915; in the last quarter of 1913 we killed for mutton 1638 sheep as against 3291 for the corresponding period in

The Secretary,

London.

488 per Oronsa (29.3.15)

2.

1914, so that the number of sheep available for marketing this season is reduced by quite 1600. You will see from the Farm Abstract that the receipts from Butchery Sales in 1914 are £3468, or some £1500 above the average. If therefore the Directors decide to enter in the Profit and Loss statement the exact value of the canning produce, which we have probably underestimated by a thousand or two, they may deem it advisable to carry forward to 1915 something to represent these 1600 sheep, the value of which would under ordinary circumstances have accrued to revenue in 1915.

As regards the remainder of the items making up the Farm account, the proceeds of other produce are much the same as 1913. On the debit side, the ordinary expenses are less, but the total is swollen by the charge against the Farm of £2081 representing more than half the cost of the new buildings at Darwin Harbour and Goose Green. A statement is enclosed for your records shewing the total cost of these in wages and material, also shewing exactly how the cost has been apportioned.

3. STORE ACCOUNT £7115.10. 0, shews a decrease of £100.3.9 as compared with the previous year. Sales and Deliveries for the past four years are, as follows:-

	Sales.	Deliveries.	Total.
1911	26778	13880	40658
1912	28754	13050	41804
1913	29786	32903	52689
1914	37533	15089	52622

In 1913 the total was brought up to a figure far beyond the average by the very heavy value of material imported or delivered for our own use; deliveries in 1914 fell to almost the average, but the large increase of sales at the end of the year brought the total value of stores disposed of up to the high level of 1913. The profit on sales is of course much higher than the profit taken on deliveries, consequently the total Store profit should be proportionately above the

488 per Oronsa (29.3.15)

average. In your despatch 1141-12, however, you pointed out that 1914 would be an opportune time for writing down all unsaleable stocks, and instructed me to deal with the matter as rigorously as circumstances would warrant. Acting on this I have taken the opportunity of reducing the percentage for freight and charges, which is added to the invoice cost of stores. Years ago this was 20% all round, except for returns of Bricks, Lime etc., and Coal, which were nett, and Timber returns shewed 40%. In 1905 (vide desp. No. 119 of February 1906) the percentage was reduced to 15%, my predecessor explaining that the average freight and expenses on stores by steamer did not exceed 11%. Since that time we have increased the number of nett items, have reduced percentage on Millinery, Groceries and Hard Wood from 15 to 10%, and in 1911, in order still further to write down the Drapery goods, the percentage on these was reduced to 5% - for 1914 we have added nothing at all. A return is enclosed shewing that this reduction of percentage amounts to £691. 7. 7, so that had we compiled our stock sheets on exactly the same basis as last year the total profit would have shewn as £7946.19. 9, a substantial increase as compared with previous years. We have further omitted from the stock sheets as unsaleable:- Boots to the value of £37, Clothing £35, "Lady Elizabeth" sundries £10, sundry ship material £68. The total reduction of profit amounts therefore in all to £831. 9. 9, vide return attached.

Following my remarks in 481/6 you will find enclosed two returns, the first being articles required exclusively for ship repairing, and the second, articles primarily imported for that work, but useful though not readily saleable for other purposes. Return No.1 shews that we have £516 worth of "ship repairing" materials exclusively. Return No.2 shews £1300 worth, which must remain on hand for some years. As mentioned in the despatch above referred to, I leave it to the Directors as to how these returns are to be dealt with. If you write off Return No.1 entirely and reduce No.2 by 50%,

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4.

it will reduce the Store profit by \$1166. If this is too drastic for one year, and you decide to reduce No.1 by 50% and No.2 by 25% annually, the profit will be reduced by \$583 for 1914 and a similar figure for 1915. But for the fact that you will, no doubt, amend our Profit and Loss statement in respect of the proceeds of canned produce I would have reduced these ^{returns} items by some proportion, but now can leave the Store profit to be determined by the final decision of the Directors as to how these returns will be treated. As the Profit and Loss statement will probably be adjusted in regard to the Firm account, this adjustment may as well include the Store account too. I will conclude my remarks on this item by saying that we cannot guarantee that stocktaking this year is as accurate as in normal times. The bad war scare began just about the time the Junin was due, and when she arrived with so much general cargo we knew that if we postponed taking stock until after all this had been landed, the hulks and warehouses would be so full that tallying would be almost impossible. We therefore took stock at the retail store (West Store), whilst she was discharging, and hoped that we might have been able to leave the Junin cargo almost untouched until the end of the year, so as to take its value bodily. The arrival of the large fleet of cruisers and colliers in December however increased our sales so much that we disposed of some material and a large proportion of the provisions ex Junin, and we have estimated this as nearly as we can. But, although we have taken all possible care, we do not profess accuracy, and in making this estimate have leaned towards overvaluing rather than undervaluing the quantities sold.

4. COMPANY'S SHIPPING. Does not figure in the Profit & Loss statement at all for 1914, the small debit of £2. 9. 4 having been carried forward as a balance. Compared with the previous year's profit of £247. 2. 8 this account shows a falling off

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4.

of £250. This is accounted for entirely by the diminished receipts for storing and reshipping produce, which amounted to only £1537 in 1914 as compared with £2121 in the previous year, this equals £584 less. Naturally, there was a diminution in wages charged to the account. The decrease in the receipts for hulk hire is no doubt partly accounted for by the export of so many live sheep by Messrs Buzzi & Company, which reduced the quantity of sheepskins and tallow exported. But this would not account for such a reduction as over 30%, and an important factor in this account is that up to the present we have not been credited from London for with the earnings for storing and reshipping the heavy export per Sorata about the middle of August last.

5. SAMSON. Loss of £722.17. 8, which is disappointing, but only to be expected in view of the total absence of any receipts for towing or salvage. If you will refer to my despatches on accounts for 1912 and 1913 it will be seen that the debit balances for those years were brought down in the hope that the credits due for salvage services would balance these. The credits, however, are somewhat less than anticipated, there are no appreciable receipts for last year to assist, so there is nothing for it now but to write off the loss shown by the last three years' working.

6. SCHOONERS. We have taken the profit of £270. 2. 8 earned by the Gwendolin in the early part of the year prior to the arrival of the Falkland. As regards the Lafonia, it will be remembered that in 1913 we brought forward a credit balance of £200 to cover the cost of necessary repairs - this has been reduced to £194. 2. 6, which is again brought forward with the same object. I hoped that we should have been able to attend to this work during the favourable period during October to December 1914, but the services of the carpenters were requisitioned at that time for putting up buildings for the defence forces of Stanley. We find the schooners very useful as lighters when a heavy cargo arrives.

488 per Oronza (29.3.15) 6.

7 INTEREST AND COMMISSION £1412. 2.11, a decrease of £309. 5. 5, accounted for by a general diminution of receipts from interest on clients' accounts, commission on ships' accounts, and commission on homeward freights, which are the three sources of revenue to this account.

8. MAIL AGENCY £436.18. 8, a decrease of £305. 8. 7. In view of the heavy drop in receipts, I have gone carefully into the account and find that the decrease is accounted for by (i) a drop of £80 in receipts from the PSNC owing to fewer ports and calls of steamers, (ii) a decrease of £140 in commission on freight on homeward produce - this subject was referred under the head of Company's Shipping, (iii) a decrease in receipts for landing charges. With regard to the latter I find since closing the accounts, that Store has not yet paid Mail Agency for the landing of all the cargo ex Junin - this is calculated on the actual measurements received from Messrs Lowden & Company, but as a fairly large quantity was shipped from London, no actual account of its measurements was sent and this was overlooked. As the accounts have been made up, an adjustment will be made in 1915.

9. BUILDINGS. The total expenditure on Buildings was £5112, of which £1779 represents repairs - slightly more than last year. More than half the cost of new buildings at Darwin as previously explained, has been borne by Farm account, £208 and we have passed to Head Office £1250 for capitalization. The Directors wrote a year or two ago that they expected the expenditure on repairs to increase - now that the new buildings at Darwin are completed and Mr Allan has Nicholas out there, the repairing of Camp buildings will no doubt proceed more rapidly.

10. CONSUMPTION, £311. 4. 4, and GENERAL CHARGES, £199. 6. 11 together amount to about £40 less than last year. Consumption is lower as we have not had to use any coal in the Smithy for repairing ships; General Charges are higher on account of the extra expenditure on telegrams.

488 per Oronso (29.3.15, 7.

11. STANLEY WAGES, £6885.12. 9 were £312.12. 1 less than previous year.

12. CANNING. It is hardly worth while to make out any abstract of this account as we have no returns showing the exact value realised for meat. Compared with the previous year the items of expenditure are as follows:-

	1914.	1913.
Wages and Salaries,	2917.18. 0	2899. 7. 7
Passages and Expenses,	143. 9. 2	165. 0. 6
Hire of Samson,	- . -	73. 0. 0
Purchase of Stock,	198. 1. 2	1948. 2. 6
Materials,	2657. 7. 9	2640. 7. 8
Sundries,	5.12. 0	69.16.11

I am,

Sir,

Your obedient servant,

COMPARATIVE STATEMENT.

ACCOUNTS 1914.

	1914.	1913.	Increase.	Decrease.
RECEIPTS.				
Rent,	301.10. 0	282.10. 0	19. 0. 0	
Interest & Commission,	1412. 2.11	1721. 6. 2		309. 3. 3
Insurance,	264.12. 2	122. 4.10	142. 7. 4	
Mail Agency,	436.18. 8	742. 7. 3		305. 8. 7
Company's Shipping,		247. 2. 3		247. 2. 8
Gandolin,	270. 2. 3	124.19. 7	145. 2. 8	
Leonida,		271.15. 7		271.15. 7
Store Account,	7115.10. 0	7215.15. 9		100. 3. 9
Farm Account,	59346.11. 3	51793.17. 0	7552.14. 3	
EXPENSES.				
General Charges,	199. 6.11	128.11. 1	70.15.10	
Consumption,	211. 4. 4	421.14.10		110. 3. 6
Buildings,	1779. 3. 1	1714.14. 4	64. 7. 9	
Fencing,	706. 6. 6	262. 4. 8	444. 1.10	
Sampson,	722.17. 8		722.17. 8	

DETAILS OF REDUCTION OF VALUATION OF STOCK DECEMBER 1914.

Percentage representing freight, charges, and other expenses formerly 15% now reduced to 10% except in Nett returns.

These reductions from 15% to 10% are as follows:-

	<u>East.</u>			<u>West.</u>		
Boots & Shoes	-	-	-	21.	19.	2
Brushes & Turnery	4.	8.	4.	5.	11.	1
Canvas, Rope etc.	55.	7.	4.		3.	10.
Clothing	-	-	-	50.	8.	7.
Crockery, Glass etc.		3.	11.	6.	6.	8.
Drugs	15.	13.	8.	25.	12.	11.
Fencing	29.	17.	-	-	-	-
Groceries	-	-	-	84.	2.	8.
Hats & Caps	-	-	-	1.	18.	2.
Ironmongery	73.	17.	1.	26.	3.	5.
Miscellaneous	25.	14.	6.	14.	5.	5.
Oilmen's Stores	22.	3.	11.	44.	9.	10.
Ships Stores	32.	18.	3.	-	-	-
Stationery		7.	8.	5.	3.	3.
Tobacco	25.	19.	6.	7.	-	-
Wines & Spirits	70.	17.	-	-	-	-
Millinery Store 5% in 1913 Nil 1914.				51.	4.	5.
	£ 356. 18. 2.			£ 374. 9. 5.		
				<u>£ 56. 18. 2.</u>		
				£ 691. 7. 7.		

ARTICLES WRITTEN OFF:-

CLOTHING	35.	-	-
Head irons, Claw irons, Thimbles, Spectacles etc.	60.	2.	2.
Boots	37.	-	-
Timber for Ship Repairing	8.	-	-
	<u>£ 831. 9. 9.</u>		

STANLEY,

March 1915.

SHIP REPAIRING MATERIAL RETURN No.1.

Articles imported exclusively for Ship repairing.

FROM EAST "SHIPS STORES" RETURN;-

Blocks	61.	15.	-.
Bulls Eyes	25.	16.	8.
Fenders	3.	-.	10.
Logs & Lines	5.	11.	8.
Must Hoops	3.	7.	1.
Shelves	18.	1.	8.
Rigging Wire	269.	19.	5.
	407.	12.	4.
10%	40.	15.	3.

FROM WEST "SHIPS STORES" RETURN.

Sundries ex "Lady Eliz beth	30.	-.	-.
Blocks	16.	5.	9.
Spectacles	4.	10.	-.

FROM EAST "IRONMONGERY" RETURN.

Galvanized Shelves	16.	16.	3.
	515.	19.	7.

STANLEY,

March 1915.

SHIP REPAIRING MATERIAL RETURN No. 2.

FROM EAST "SHIPS STORES" RETURN:-

Flexible Wire	94. 14. 2.
Seizing Wire	15. 13. 4.

FROM EAST "CANVAS & ROPE" RETURN:-

Canvas Nos 0/2	298. 12. 4.
" "	188. 7. 2.
Bolt Rope	107. 12. 5.
Hambro Line	5. 4. -.
Ratline	<u>12. 18. -.</u>
	702. 1. 5.
10%	70. 6. 2.

FROM EAST "IRONMONGERY" RETURN:-

Half Value of the following:-

Round Iron	74. -.	-
Square "	38. 5. 7.	
Flat "	192. 12. 14.	
Coping "	18. 9. 2.	
Te "	9. 19. 6.	
Angle "	87. 4. 1.	
Bulwark "	48. 14. 4.	
Rails	<u>63. 17. 2.</u>	
	524. 2. 9.	267. 1. 5.

FROM EAST "TIMBER" RETURN:-

Oak Balke	45. 11. 6.
Pitch pine planks: half value	49. 3. -.
Oregon Pine Balke	127. -.
Scotch Pine Logs	17. 12. -.
Do.	<u>2. 15. -.</u>
	£ 1300. 10. 8.

STANLEY,

March 1915.

68 per cent. (P.S.M.15.)

ENCLOSURES.

Balance Sheet

Profit and Loss Statement

London Office Cash Account, - items outstanding

Statement of items in Deposit Account

Inventory of Stores at Bergen Harbour

Inventory of Stores at North Arm

Summary of Stock, East and West Stores

General Summary of Stock on hand

Balance due to and from men in camp.

List of Consumption stores on hand.

List of Building Materials on hand.

List of Packing Materials on hand.

List of Coaling 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 Furniture

Particulars of Additions to Plant.

Particulars of Farm Account.

Details of closing entry re Insurance premiums.

Statement showing cost of Barrin buildings.

Auditors Certificate.

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[illegible]

and in

242

You are hereby notified that:

ENCLOSURES.

DUPLICATES. (Originals per Oronsa, March 29th.)

Despatch No 437
 Store Indents Nos. 493
 Remarks upon Stores
 Coasting Insurances
 Canning Wages 1913 & 1914
 Mr. Allan's letter to Secretary
 Copy of "Manchester Civilian" Account
 Remarks upon Accounts
 Statement upon Accounts
 Letter to Secretary
 Bill of Lading, shipment per Oronsa

ORIGINALS.

1. Copy of Stanley Cash Book for January
2. Copy of Stanley Journal for January
3. Cash Voucher, West Store
4. Manifest of cargo per "Falkland", - Voyage 9 B.
5. Copy of telegrams received and despatched
6. Copy of Memorandum re Luzzi & Roy
7. Nor Whaling Company, - Copy of account
8. Norge do. do.
9. Hvalen do. do.
10. Rethval do. do.
11. Ornen do. do.
12. Hektor do. do.
13. Southern do. do.
14. Copy of letter to J.L. Waldron, Ltd.
15. Copy of letter to W. Lowden & Co.
16. Remarks upon Accounts
17. Statement upon Accounts.

CRITA.

April 26th

15.

490.

Sir,

I wrote last per "Rolla mandeen" via Rio and received on the 18th instant per "Imilia" your despatch No. 1146.

1146-3. Due note is taken of all the arrangements for erecting the steel lighters; lodgings have been secured for the riveters.

4. Par. 5. I received on the 22nd instant your telegram asking what arrangements are in progress for shipment of wool, but have not yet been able to reply. On the 19th I telegraphed to Valparaiso as per copy enclosed, and am still waiting a reply. We have now in Stanley 2817 bales of wool and sheepskins besides tallow and hides from last year, and are exporting the Falkland daily with a further quantity. I had thought that if the Freshfield is run by the Admiralty as their own transport we might be able to ship by her, but after the "Crown of Arragon" disaster, one hesitates to take any steps outside the PSNC. From what I understand from Lieut. McLellan, the Freshfield may however be kept here as a depot ship for the housing of the Wireless workers - if so, she will be here till quite the end of the year, I expect.

4. Par. 6. The prices obtained in the March Sales are indeed a record, and it is good to know that about three fourths of our produce is now home.

5. We sold to the Normann Whaling Company the 300 tons of Coal ex Josephine, and I am telegraphing to you asking if you can get any more. Governor Allardyce lost a message to the

The Secretary,

London.

490 per Orit. (26.4.15)

effect that we must take delivery of the whole 500 in one lump and not draw small quantities at different times; the Manager of the Normann Company was willing to purchase the whole 500 at 57/6, so I closed with the offer. The Normann went alongside the Josephine and took the lot. I enclose the Company's accounts and draft on owner for £1498.18. 2.

6. We have run short of potatoes and beans, a large quantity of which is wanted to feed the Admiralty labourers, and I am trying to get some from Punta Arenas. The Chilean Government prohibited the export of foodstuffs on the outbreak of the war, but this may have been modified now. On the subject of imports from Chile I take the opportunity of sending copy of correspondence with the PSNC, Valparaiso in October last to our agents there. We could not continue dealing with a German firm, and I asked them to name some good English firm that would send us stores. You will see that they suggested either Williamson, Ballour & Co., Gibbs & Co or Duncan Fox & Co., but so far I have not approached either. Doubtless it would be preferable if you could communicate with the London house or one with a view to arranging the terms upon which they could purchase on commission. In order to reduce the amount of the latter we have an arrangement with the PSNC that freight from Valparaiso to Stanley is payable by destination - this ought, I suppose, to be explained to whichever firm is selected.

7. Lieut. McLellan informs me that they propose to house all the labourers on the Imbilin, transferring them to the Freshfield on her arrival. This will entail conveying the men backwards and forwards, and supplying fresh water (estimated at 10 to 20 tons daily); the operations that we have will take only 5 to 6 tons at a time and can be done only in fine weather, so that it became imperative to get a larger boat, and I secured for £60 the Normanna, which is a decked boat carrying about 25 tons in bulk. The Flynn must be

490 per Orit. (26.4.15)

the conveying of men and towing lighters as the Simon cannot get inside the Mill Cumber, so I negotiated with Mr Virik of the Normann Company for his motor boat which is good, fully decked, boat capable of carrying 25 men and also capable of towing the water boat and in moderate weather decent sized lighter. He asked at first \$400 for it, and I got him down to \$340, making \$400 for the motorboat and water boat, and telegraphed you for permission to purchase. Your reply was delayed by atmospheric until yesterday, but the purchase of the coal ex Josephine delayed the Normann until then. Finally, I secured the two for \$375, and feel sure that the outlay will be found to be well justified. The motorboat is not metalled, and I propose to have this done without delay.

8. Following par. 5 of my last despatch I send herewith copies of further telegrams to Mr Roy. There is no sign of the Nequan yet.

9. I received on the 17th instant your telegram advising shipment of 985 tons of cargo per Kenut and 140 by the Ortega, and on the 27th telegraphed Montevideo asking when the former was likely to arrive. The agents reply that she is expected to arrive at Bahia Blanca on May 5th, so might be here somewhere about the same time as the Ortega. At present we have some of the Falkland coal on the Fleeting, and I propose to discharge the 100 tons offered to us by Mr Connell at 77, and selling it for house purposes as we have no house coal left. After discharging that the Falkland can take the rest in her bunkers and free the Fleeting entirely. We must have her available for the Kenut's shipment, and shall be compelled to use all three lighters and the two schooners as well.

10. The Ismailia arrived in Port William on Sunday the 18th and came into the inner harbour next day; that afternoon I met Lieut. McEllen and Lieut. Crawford at Government House to discuss matters generally. Their proposition was to fix up the existing buildings at the Mill Depot to accommodate the men and I undertook to have a large quantity

490 Per Critt (26.4.15)

4.

of flooring placed on a lighter the following day, and to place a couple of lighters alongside the Ismailia by 9 a.m. & the two lighters were there before 9 and by 11 a.m. I had

flooring all ready in the third lighter, but about 11.30 Lieut. McEllen came to the office and said that they had altered their plans, and would keep the men housed on the Ismailia, and on the arrival of the Freshfield transfer them to her. The men all demanded two days holiday and also to be allowed to come on shore on the town side. The Administrator feared trouble through drink and said that they might land in batches of 50, but the men refused this, and were eventually given Wednesday and Thursday free and came on shore. They behaved all right, the proportion of drunkenness not being at all out of the way. On Friday they put a certain amount of cargo into the lighters, but on Saturday refused to work at all, and presented various demands, one of which was that they should all be boarded on shore on the Town side. During the afternoon the Flynn took off McEllen and Crawford, and no sooner were they on board than the men in a body swarmed down the gangway to come on shore; it was blowing hard and the man in charge of the Flynn ordered that she would soon be over-loaded, so shoved off before more than a dozen were on board. I thought it better to consult the Administrator before sending her back and he decided not to let her return. McEllen and Crawford managed to get ashore late in the evening in the ship's gig. Next day, Sunday, a signal for the Flynn was hoisted and I thought it well to send Captain Thomas with the Lieutenants. He found the men boiling with discontent, demanding to come ashore, but hushed them himself and succeeded in pacifying them by saying that he would fetch them today with the gunboat. The weak spot is that there is no help of the Government with full authority. So far as I can make out McEllen is a Marconi expert, and Crawford represents the Admiralty. The men were all engaged by Cubitt who sent as their own representative Mr Hunt, but he is unable to take any decisive

49012 (8.4.15)

I am about the situation of the men at the mine of the
 mine and - which, I really do not know. The men have been busy
 on the way out, and arrived at the mine with the mail. But
 look over the job of loading them and on Wednesday the 11th, but
 I think I believe now says that any instance must be approved by
 him. Hunt selected some of his men as rocky and as instance, but
 the men now say that they will not do their own looking. The
 longest wage paid is \$1. 50 a week with five cents, and I hear
 that our men are talking already. Some of the men have
 urged them to join their union, and we shall probably have some
 difficulties you.

I must close up this dispatch this afternoon and will
 not move up to the date of the arrival of the mail. The mail
 will be to leave Valparaiso on the 10th, and may therefore
 arrive tomorrow; it is very inconvenient not knowing when to
 look for the mails.

I am,

Sir,

Your obedient servant,

R.M.S. "ORITA".

May 4th

15.

491.

Sir,

My despatch No.490 was closed on the 26th instant as our only information as to the movements of the "Orita" was the published itinerary which indicated that she would leave Valparaiso on April 26th. She arrived at daylight yesterday but owing to a heavy N.E. gale could not be received until 2.40 p.m.

3. Your telegram "Wire when ship gets no. anxious" arrived on April 26th and we replied that it cannot be shipped until it has been rebagged. You will realize from the enclosed copy of letter to the P.S.N.C. dated February 26th last that we asked them to advise Messrs Van Gelder & Co. to send out a supply of bags as it is impossible to ship it in its present condition. Really the only safe method of packing would be casks - we could supply empty paraffin casks at 6/- each, and as soon as the P.S.N.C. can send a steamer to take the balance of last year's tallow, also hides, we could ship the gum. I do not see how we can send this until all the wool is away - it is most unfortunate that the Oropesa could not take it in October last as mentioned in the letter to P.S.N.C.

4. You will of course know that Messrs Lowman & Co. telegraphed us on the subject of sending the "Falkland" to South Georgia in June to bring up some 70/100 men, asking if there was any objection. I replied by telegram on April 16th that the total on board must not exceed 100 all

The Secretary.

London.

491 per cent. (4.5.15.)

2.

Sold, then 50 extra live bales would be wanted, and that possibly Captain Thomas would have to go as navigator. Since then, on considering the question in all its bearings I think that he ought not to be sent to South Georgia at this time of year, and the more one thinks of it, the more undesirable it seems, and I telegraphed again on April 25th "Bear Georgia impracticable". My reasons are detailed fully in the enclosed copy of letter to Messrs. Buxton & Company. The temptation of a very tempting, but in justice to the clients it seems to me a risk that should not be run especially at a time when it would be almost impossible to replace the vessel in case of accident.

4. I received on the 2nd instant a telegram from Mr. Roy that the steamer had left the previous day, so will arrive probably to-morrow and of this week. It is doubtful if he will get one full load - Messrs. J.L. Wilson had reserved about 4500 for him, and Buxton & Wilson were sending some more to Lord Hopwood. Another thousand or two might be obtainable at Seal Island, and this represents the total that he will get this year. I think we may safely assume that this is about the last we shall hear of export of live sheep - there is no doubt that the farmers would prefer to export somewhat smaller figures from as if we can provide the means of getting sheep across. Messrs. Buxton & Company telegraphed instructing us to place their balance to Mr. Roy's credit.

5. Mr. Allen asks me to let you know that up to the end of last month he had shipped 7000 sheep at Goose Green. He has not purchased 4000 from Cameron; with these and other purchases the number available would amount to over 18,000, but in view of the heavy drafts for meat on in Stanley for feeding the tax-payers here, he has decided to return 4000 withers from north and Cameron so that the total shipping will be about

491 p.m. (4.5.15.)

15,000. He hopes to finish little before the end of this month.

6. I received on the 2nd instant your telegram "Bought 100 Josephine, can you take more", and replied the same night suggesting that you should buy all that you can. In view of the shortage of coal Mr. Allen wants the Gailand shifted in nearer to land more coal (the purchase of extra cheap necessitates a higher coal consumption than anticipated), and I intended sending the Simon out with 10 men with 100 men to assist in the landing in the interval between the departure of the Orita and the arrival of the Knut. If you can increase the purchase of coal on Josephine it is evident that it would be a good scheme to have the Gailand here in readiness to take it at short notice, and the Simon can go for her back later. I learn that the similarity may send out a crew to take the Josephine home, so that we might have to take delivery of the coal at any time. Mr. Weir now asks whether he can send in 1000 tons of mail by the Gailand so as to give him more room. This would be useful and would help to ballast her for towing. Another reason for getting the Gailand in is that I must have some extra bulk room for the heavy cargo per Knut. You will remember that I reported that the unexpected 400 tons per Bogot. For the Falkland takes up a good deal of our accommodation.

7. In continuation of para. 10 of my first despatch by this mail the wireless workmen continued idle until April 29th. A conference was held with the men and 26 were needed out - all these are being sent home in the Orita. A fair number are boarded on the Town side, the remainder lying on the Island. This entails considerable extra work for the Flynn which has to be under way early to take the town men to the Island in the morning, then take a number to the Camber, bring these back on the ship for mails etc. and then back to the town side at night. In addition she has to

491 per Orit (4.5.15.)

4.

pump up fresh water (about 7 tons daily) to the Island for domestic use, and as the Engineer of the vessel declined to use anything but fresh water in the boilers she has had over 90 tons in addition. They are loading the material fairly quickly the Plym towing lighters back and forth - as the Samson cannot get inside the Harbour Chamber the Plym has to do the whole of the work. I hope that things will go on more smoothly now.

8. The trial of the Bongo will not take place until Governor Young arrives.

9. I received on April 28th a telegram from Valparaiso that the Orit would have room for 1400 tons measurement and the same night transmitted you this information by telegram. We had no definite answer as to when she would be likely to arrive, but the Falkland men had just turned to to work in the morning and were anxious not to be deprived of lighters, so I had the coal in the Floating Dock and put some 470 bales of coal in her and 160 in the Royal Biker in readiness. There was just a possibility that the Orit might come in late, but as she arrived bearing 27 knots this was out of the question. She anchored off Cape Pembroke at daybreak yesterday in very heavy gale from N.W. - the Harbour Master and Pilot got her on board with great difficulty by the Samson in the course of the morning and she was in harbour well up Port William by 1 p.m. Captain Smith got on board by 1.30 and brought message from Captain Cumming that he would like to have the 500 bales alongside at once as he intended to sail the same night. I went off immediately with the Health Officer, who gave the ship pratique about 2.30 p.m., and told Captain Cumming that it was absolutely out of the question to think of getting away as we had told all the passengers (over 60) that coal would be shipped and that the Orit would not be sailing until today. Captain Cumming eventually gave up at 4 p.m. today for sailing - he placed the 500 alongside and I requisitioned the Falkland, which was fortunately

491 per unit (4.5.15.)

5.

have empty, to go to the Great Britain, load wool and take it along. The took out some 1000 bales during the night and we have since been transporting wool continuously with the very limited means we have available. Storage passenger accommodation has been given up to make room for cargo, but as there are 40 storage passengers from here, a lot of the cargo space has to be utilized for their accommodation. The result is that we shall not get more than about 1000 bales of wool. The other two lighters have 1000 bales of cargo on board and this shipment is consequently the most difficult and expensive that we have ever experienced, and we have also to get on all these passengers and their luggage. I felt that we had to ship as much wool as possible at all costs, or even when this is gone we shall have nearly 2000 of wool and the packing still on board with a lot more to follow.

Special Bill of Lading will be sent by rail direct.

I am,

Sir,

Your obedient servant,

P.S. According to telegram from Valparaiso the Bill of Lading has been made out to Liverpool, we have added the words "or London" in brackets.

E N C L O S U R E S

1. Store Indents Nos.499
2. Remarks upon Stores
3. Coasting Insurances
4. Copies of telegrams received & despatched
5. Manifest of Cargo per "Falkland", Voyage 11 B.
6. Copy of letter to W.Lowden & Co.- May 3rd.
7. Copy of letter to Haldor Virik
8. Copy of letter to E.Pinto Basto & Co.
9. Copy of letter to P.S.N.C.Liverpool,- Feb.26th
10. Copy of memo re Buzzi - Rey
11. Shipping Report
12. Statement on Accounts
13. Remarks upon Accounts
14. Specification & B/L,shipment per Orita
15. Copy of letter to P.S.N.C.Liverpool,- with acct.& Pass.list.

ORTEGA.

May 14th

15.

492.

Sir,

I wrote last per Orita which left on the 4th instant, and take this opportunity of sending a short despatch in the hope that it may reach Valparaiso by the 25th instant to catch the "Panama" due to sail thence on that date for Liverpool via the Panama Canal.

2. In telegraphing the shipment per Orita we added a word requesting that the tally of marks and numbers might be carefully taken, our reason being that there were various discrepancies between the shore tallies and those of the ship. We had to keep a gang of men putting wool into lighters all night, and at the finish, when the Orita could take no more, various bales were left in our lighters.

3. The S.S. "Neuquen" arrived here on the 8th instant and left on the morning of the 11th for Port Howard. She had on board 8000 empty barrels for South Georgia, and Mr Roy's intention was to land and remain at Port Howard whilst the Neuquen went down and delivered these. On her return he hoped to be able to arrange for a couple of loads of live sheep and possibly some wool. I feel sure that he will not secure more than one load, and doubt if anyone will sell him any wool. He was told that all stations were under contract to ship the produce home by the PSNC, and that they would have to apply by telegram to be released from that obligation. The Government have decided that they would not actually prohibit the export of wool to the Plate, but require a guarantee that it is to be used for local manufacture, or, if exported, must be sent to the

The Secretary,

London.

492 per Ortega (14.5.15) 2.

United Kingdom. A guarantee has been given to the British Minister in Buenos Aires by Messrs Angel Velaz & Company, who are the principals for whom Mr Roy is acting in the coal project. A copy of correspondence with them, and also with the London & River Plate Bank, Montevideo, is enclosed; I do not know whether my letter will shake them off, - Mr Roy received no encouragement here, and is not likely to receive much on the West Falkland. At the same time it is very unfortunate that we have so much coal here awaiting shipment, for if the farmers learn that we cannot get it away they might be tempted by an offer on the spot.

4. It is just possible that the firm who wants to send up the 70,100 labourers from South Georgia may take advantage of the call of the Neuquen to get them away, in which case the proposed trip of the Falkland might not be required.

5. A copy of correspondence with the Registrar of the Supreme Court on the subject of coal tax "Josephine" is sent herewith. A lot of formality is required for getting the cargo, but Mr Conell waived all this for the time to enable the Normanna to get the coal without delay, the petition etc being fixed up afterwards. You will see that we had to pay the Court fees, but I think for the reasons given in my letter to Mr Halkett, that there should be a charge upon the tax seized. But it really depends upon the terms upon which you agreed with the Admiralty, and I leave it to you to decide whether to ask them to refund or not. The item of £4 for the squadders' overtime was paid by the Normanna, so that if you apply to the Admiralty for a refund, the amount would be £6.10. 0 only. I must say that the last item "Order for payment of account, £1" does strike me as the last word in fee extortion. We generally pay our accounts voluntarily, and are anxious to do so, but do not expect to be charged £1 for it. On the receipt of the news that you had bought another 600 tons of coal, I had a conversation with the Administrator on the telephone; it seemed to me that this 600 would include the 200 advised by your telegram of May 1st, but

492 per Ortega. (14.5.15)

Mr Condell informed me that from his telegram from the Admiralty there could be little doubt that you had purchased 900 more. If our purchase is 1200 altogether, there should still be over 450 tons left on board as I understand that she arrived with 100 tons in her bunkers in addition to the 1600 in the hold. On his informing me that a crew to take the Josephine home is arriving by the Ortega, I explained that we could not possibly take delivery for some time as our lighters are being used by the Ismailia, the hulks are mostly full, and the Ortega, Kenute and Freshfield all due to arrive shortly. He asked me to put my views in writing, and I thereupon sent him a memorandum, as per copy enclosed. The questions raised matter remain in abeyance until we know whether the crew are arriving in the Ortega or not.

6. A copy of correspondence with Messrs Vortwerk & Co., of Valparaiso, on the subject of their draft for £180.17. 5 is sent herewith for your information.

7. The Kenute left Bahia Blanca on the 11th and may arrive at any moment.

8. The discharge of cargo ex Ismailia is now proceeding very satisfactorily and they hope to finish in a few days. I am compelled to take away the lighters for the Ortega and Kenute, both of which will arrive tomorrow, but they will be able to continue discharging with the Government 100 ton steel lighter and 2 small 15 ton lighters belonging to the Admiralty. The Freshfield arrived in Port William last night after a long passage of 43 days, the delay being caused by trouble with some of the auxiliary engines. She is to come into the inner harbour tomorrow when other steamers have been shifted to clear a berth for her. The mail closes at 10 am tomorrow; as the new Governor is arriving, functions have to be attended, and there will scarcely be an opportunity of acknowledging the Ortega's mail.

I am,

Sir,

Your obedient servant,

ENCLOSURES.DUPLICATES. (Originals per Orita 4.5.15.)

Despatches Nos. 490 & 491.

Store Indents Nos. 499.

Copy of Stanley Cash Book for February.

Copy of Stanley Journal for February.

Buzzi - Roy. - Copy of telegrams.

Stanley Wages Return.

Mr Allan's letter to Secretary.

Statement on Accounts.

Remarks on Accounts.

Remarks on Stores.

Coasting Insurance.

Specification & B/L Shipment per Orita.

ORIGINALS.

1. Store Indents Nos. 500.

2. Copy of telegrams received and despatched.

3. Copy of Correspondence with Messrs Buzzi & co.

4. " " " Messrs Vorwerk & Co.

5. " " " Messrs Angel Velaz y Cia.

6. " " " London & River Plate Bank Ltd.

7. Copy of Memo re purchase of coal ex "Josephina".

8. Documents re ditto.

9. Specifications.

	<u>WOOL.</u>	<u>SKINS.</u>	<u>TALLOW.</u>	<u>HIDES.</u>
H. & B.	14	44	21	30.
J. H. D.	164	9		
D. H.	93	8		
B.	73	18		
Mc G.		25.		

May 15th,

15

The Secretary,

London.

Dear Sir,

In my despatch of yesterday's date I inadvertently omitted to report that Messrs M.A. Smith & Sons have given formal notice of their intention to pay off the sum of \$1000 from their Mortgage on December 31st next, which will complete the repayment. Will you kindly note this.

I remain,

Dear Sir,

Yours faithfully,

ENCLOSURE

Indents No. 600 (additional).

LEASING OF ISLANDS.GENERAL PRINCIPLE OF LEASING.

London despatch No.937/16, Nov.27rd 1904.

We should like to know how we stand with regard to some of the Island leases; about Lively and Speedwell all the facts are recorded here, but nothing seems to have been done about Blacker since 1898, when the Board decided that they would not disturb Ball during his lifetime, and the lease expired in June 1900, since which time the old rent seems to have been charged. Whether anything was written on the subject then I do not know, and if it has not again brought before the Board it ought to have been, for the rental of \$25 a year is quite inadequate. There does not seem to be any record here about the leases of Great and Swan Islands, nor do we know when they expire. If it is not the intention of the Board to disturb tenants during their life-time, it must be understood that the leases, if they have expired, will not be renewed in such a way that the interest in them can be disposed of by will, for it stands to reason that sooner or later the Company will resume possession of the Islands, and work them themselves, or at least reserve power to do so. It is going a long way back in the history of the Company, but the actual reason for temporarily alienating the Islands was that at the time we were scantily stocked, with scarcely any sheep in Laonia, and the Directors thought that it would be well to let them off rather than allow them to lie idle. Unlike the Government the Company are farmers themselves, and it is not right that any of their land, capable of earning \$1000 a year or more, should be let in perpetuity at a rental of \$50 or \$60 per annum.

London despatch No.1037/9, Aug.28th 1907.

After discussing the subject with Mr Allan who thinks that they are too small to be worth running on the Company's account as attention to them would occupy time that might be better spent. The Board decided that you should be instructed to renew the

leases to the best advantage as they will in.

CASE OF BLACKER ISLAND.

London Despatch No. 1077/9, Aug. 28th 1907.

You had there one better let us know what rent should be asked for Blacker and whether the Fall no. on the Island is the man to whom it should be let. The question of buildings and fixtures will not arise now, but there is no question that they belong to the place under the terms of the lease, as do those on Lively and Spadwell, so that that was an unfortunately overlooked when instructions for Probate of Mr. H.M. Vobb's will went out. I fell, as I understand paid Probate on the Blacker buildings and plant, the valuation of the Estate was overestimated, and it is rather a nice question whether a return of the amount overpaid can be obtained or not. I think that the lease of Great Island has run out also, and I do so should know what rent we ought to ask for a renewal.

Stanley Despatch to London No. 224/6.

As regards Blacker Island I think that Fall should have the refusal of a lease if he is willing to pay the rent decided upon; it will be better for me to have a talk with Mr. Allan before writing to Fall or taking any steps in the matter.

Stanley Despatch to London, 428/6.

Mr. Allan and I discussed the question of Blacker Island and came to the conclusion that rent at £70 per annum should be asked. We thought that John Fall and his brother might have the refusal of a lease on these terms, and the offer has been made to them.

CASE OF GREAT ISLAND

Stanley Despatch to London, 405/14

(Mr. Gilling, Oct. 1911)

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

London Despatch 1096, 10. Nov. 15 1911

Perhaps on your return to Stanley you may be able to give

some information about the lease of Great Island. I have an idea that something has been said, but cannot find details.

410/W. Stanley Despatch to London, Jan. 22nd 1912.

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 Blacker 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 manures to Great Island, unless we decide to purchase horses from the Coast, but this is somewhat outside my province. If the lease is renewed the following particulars 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 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 £540 (calculated on the last 4 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.

London Despatch 1101/W. March 6th 1912.

The question of Great Island lease has been overlooked here; the Board have now decided to let D. Smith remain in possession during his life at a rental of £60 per annum, but will give no undertaking as to prolongation after his death. You did not point out that the sum of £40 was made up by £25 from Great Island and £15 for the S. but this seems to be the case, though we have no copy of the lease of the latter.

Stanley Despatch 417/2 April 15th 1912.

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.

London Despatch 1105/2. 29th May 1912.

The arrangement with David Smith to which the Board assented was that he was to occupy the Islands formerly leased to him, at £60 for the remainder of his life, Swan Islands being included. They do not wish to grant another lease, and are free to deal with the property after his death. I think that the same arrangement was made with Fell, both he and Smith having been heads of their departments for a long time before they left our service, in fact I believe that Smith was at that time the oldest servant we had. I doubt if there was ever a lease of Swan Island; we used it ourselves for some time as a fattening ground, but it was not always convenient to attend to the sheep at the proper time, and we gave up the use of it; Smith asked for it and was allowed to occupy it at short notice.

LEASING OF ISLANDS.

As the leasing of the Islands involves a question of principle which has had the attention of the Board at various times, I have had extracts from the despatches prepared to facilitate the consideration of the matter. It will be seen that 11 years ago the Directors were averse to alienating the Islands, but at that time we were only just recovering from a period of depression, and the Board's opinion was probably largely influenced by that fact. Three years later advantage was taken of Mr Allan's presence in England to thoroughly thresh the matter out, and the conclusion was arrived at that the Islands were too small to be worth running on the Company's account, and that attention to them would occupy time that could be better spent elsewhere. General instructions were therefore sent to renew leases as they fell in. In 1911 the special question of the lease of Great Island arose, and in January 1912 I quoted figures shewing the annual average value of the produce from that Island; if we were farming the place ourselves the working expenses would be higher, as it is necessary to have some overseer there, and it is hardly to be expected that a paid man would get the last ounce out of the place like a lessee working for himself. If I may be allowed to ~~make a suggestion~~ express an opinion I should say that if it was considered in 1907 that the Camp Manager had enough to attend to on the mainland, it is much more emphatically so in 1915. Canning has been added to his work, and the Directors are also anxious that grass growing should be tackled. Really, when you consider the time that would be occupied in travelling to and from these Islands it would take a Manager all his time to attend to them alone. But, apart from that, it seems to me that other questions of policy are involved which will merit the earnest consideration of the Board. Our freehold is quite one fifth of the whole Colony and we know that this excites suspicion and jealousy in the minds of Governors, who describe us as an imperium in imperio etc. We relinquished Bluff Cove and Fitzroy sections in order that the Government might test the demand for small holdings, and they obtained very high rentals. In return for this we were

2.

granted a lease for 21 ye ars from July 1st 1895 of the Darwin Harbour and Port Sussex Reserves, but there is an express stipulation in the leases that they are not to be subject to renewal or extension. These fall in next year and we are very anxious to retain our occupation.

We know that in other Colonias holdings have been broken up to facilitate what is euphemistically termed "closer settlement of the land", and I have little doubt that a good deal has been written from Government House here on the subject - if ever a movement were started in earnest, we should be the first to be attacked, and it would I think be a wise policy to avoid any action which would give the Government a pretext.

In view of all that was written in 1891/3 by the Company as to renewal of leases I cannot see how they could, with any pretension to consistency, contemplate now refusing to renew the leases of Islands. In all the correspondence at the time the Company were the protagonists in championing the rights of lessees to fixity of tenure, and denouncing the hardship of depriving them of the fruits of their labour. There is no difference whatever between the case of the then tenants of the Government and our tenants now, but if anything I should say that to turn out now be the harsher treatment of the two. Our tenants started some 40 to 50 years ago, I suppose, and by building, stocking and fencing transformed these Islands from barren wastes into farms; we are entitled to fair rentals, of course, but are not morally justified in even putting the leases up to auction for the purpose. It is the duty of the Government to levy a fair rent, and there has been some excuse for fixing this as high as possible as it all goes into the public exchequer. If we, for private gain, put up these leases for the purpose of extracting the last penny we should be held up to execration, and, I cannot help thinking, rightly so.

There is this view to be taken, - a very selfish one perhaps, but after all matters of business finally resolve themselves into

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a question of self. If closer settlement is eventually decided upon, we could always offer the Islands as a sop to Cerberus, without any disorganisation of our mainland farming, thus throwing upon the Government the odium of making the Island lessees the sufferers.

The Company's position now is very different to what it was 10 or 15 years ago - our dividends are higher than were ever dreamt of, and the earning of a few hundreds from the Islands, apart from the diverting of the Camp Manager's time from more important matters, would be small compared with the questions of policy.

Before long we shall have to approach the Governor for a further lease of the Reserves, and early next year the lease of Section 38 West Bluff Cove expires, so that land questions will be coming to the front again soon.

Stanley, 18th June 1915.

May 17th,

15

W.C. Girling Esq.,

Stanley.

Dear Sir,

I am instructed by the Directors to inform you that in view of arrangements which they have in contemplation in respect to the future management of the Company's affairs in Stanley they will not be able to renew your Agreement which expires in October next.

In recognition of your services to the Company the Directors have decided to grant you a voluntary bonus of \$1000, being the equivalent of two years' salary. I am to add that they are also willing, if arrangements can be made, to allow the unexpired term of the agreement to be regarded as vacated, that is to say that you would be at liberty to leave the Colony within the next month or two, the full salary being paid to you up to the expiration of the agreement.

In acknowledging the Directors' letter it has been a great pleasure to me to be able to write as follows:-

"I take this opportunity of recording how much I, personally, and I may add the Company as well, are indebted to

"Mr Girling for all the willing and loyal assistance he has rendered during the past 16 years, entailing long hours and frequent attendance on Sundays at the office. This extra work has been given spontaneously and it gives me great pleasure to record that whatever success may have attended my management of the Company's business during that period would not have been possible without his loyal co-operation and whole-hearted interest in the Company's welfare".

I remain,

Dear Sir,

Yours sincerely,

June 23rd

15

The Secretary,

London.

Dear Sir,

I am in receipt of your letter of April 14th.

The decision of the Directors is naturally a great shock and disappointment to Mr. Gilling as he had hoped to continue in the service of the Company in some capacity. He asks me to convey to them his sincere appreciation of the gift of two years' salary, and for the permission to take the remainder of his present agreement on leave. He feared whether it would be regarded as withdrawal on his part if he left by the Ortega, but I assured him that the offer of the Directors to pay him salary up to the end of the term was made without any strings attached, and that they desired him to have the fullest regard for his own interests in the matter.

He will therefore leave by the Ortega as indicated in my telegram of the 8th instant.

I take this opportunity of recording how much I personally, and I may add the Company as well, are indebted to Mr. Gilling for all the willing and loyal assistance he has rendered during the past 16 years, entailing long hours and frequent attendance on

days at the office. This extra work has been given voluntarily, and it gives me great pleasure to record that whatever success may have attended my management of the Company's business during that period would not have been possible without his loyal co-operation and whole-hearted interest in the Company's welfare.

I remain,

Dear Sir,

Yours faithfully,

ORTEGA.

June 24th

15.

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Sir,

Our last direct mail left per Orita on May 4th, but I sent you a short despatch per Ortega on May 15th hoping that it would catch the Panama via the Panama Canal. I have received your despatches, as follows:-

Nos. 1147/8 per Kenuta on May 19th,

" 1149 per Ortega on May 15th,

" 1150 per Oriana on June 12th.

2. 1147/8 and 1150/11. The Great Britain will soon become quite congested with produce - we have now for shipment 3060 bales wool, 257 bales sheepskins, 107 casks tallow, 438 hides, 78 bags bones and a quantity of guano. You will receive with this copies of telegrams and letters to Valparaiso, and I earnestly hope that some space will be allotted to us before long. I feared from the first that the Josephina (now Grahamland) negotiations would fall through, but it was worth trying for a homeward cargo. It is difficult to find out what is the exact position of the vessel, but I surmise that the Admiralty have given Messrs Farrar Groves a sort of contract to get her home, leaving it to them to make what they can on homeward freight. If that is so, it is not surprising that our rates would not tempt them. I gather from your telegram asking for the sailing date of the Ismailia that you may be endeavouring to get cargo home by her, but fear that this will not come off either. She has been a terrible time discharging and I am told that the Admiralty is paying

The Secretary,

London.

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£60 per day until all the cargo is out, after which she was to load at Bahia Blanca. The Captain told me on arrival that he was fixed for May 1st there, and expected a grain cargo at about 80/. per ton. The Freshfield is supposed to remain here as a depot ship until the new Wireless installation is complete.

3. 1147/8. The Neuquen returned to Port Howard from South Georgia on the 5th, loaded sheep there, and proceeded to Pebble on the 9th to fill up prior to sailing for Bahia Blanca. Copy of correspondence with Buzzi & Company is enclosed.

4. 1147/9, and 1150/13. The Ortega brought out a crew to take the Josephina home, and we were informed that our additional 600 tons of coal should be removed as quickly as possible. At the time I recommended a further purchase there seemed to be no hurry; as the Kenuta was due at any moment with 980 tons of general cargo the Samson could not possibly leave Stanley, so I urged that the Josephina should be allowed to go to Darwin and discharge the 600 tons there. Fortunately, this was approved, and she proceeded on the 8th instant with Captain Thomas as pilot; that night she had to anchor somewhere off Fox Point, as it was too dark to venture up the Sound. Captain Thomas told them to give her 60 fms at the water's edge, but the Mate had not been careful to measure the cable going out, and let the cable slip entirely, the end not having been shackled or secured at the bottom of the locker. Next morning they tried to recover it, but without success. A couple of days after arrival at Darwin instructions arrived from home that 600 tons were to be left on board and that the steamer is to proceed to British Columbia. She discharged therefore only 350 tons at Goose Green and returned here on June 17th. Before she can leave here they will have to work some 300 tons of coal into the bunkers; the Captain says he would not mind taking her home from here without repair but objects going to British Columbia

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without some survey and some repairing. He states that there are some holes in the deck and that on the way out to Darwin the funnel nearly collapsed. He is an annoying sort of man who seems to get people's backs up, and the Government officials are very sick of him. The crew are a poor lot and he cannot get the coal shifting done by them; no one seems to know who is to pay for the labour that will be required. Our men have too much of our own work to attend to, and are assisting in the lighters which are at last taking Freshfield cargo.

5. 1147/13 and 1150/14. All our men have now been released from the Defence Force, and 25 of the camp men went to Darwin in the Josephine. In the course of a casual conversation with Mr Condell, the letter to the Colonial Office was mentioned, and I took the opportunity of saying that I thought of writing in a letter pointing out the assistance we had rendered the Government, not with any idea of any acknowledgment of the same, but to place on record what had been done. Mr Condell said, by all means do so, and promised to explain to the Governor why the letter was written - a copy is enclosed. Mr Condell admitted that there was a good deal of force in your arguments, but thought it a pity to have sent in the letter at that particular time. A "lookout" could no doubt have been kept by policemen, but so far from this being "at much less cost", it would have cost more, as a constable is paid £7 a month as against £5 or £6 for a Volunteer. As regards the question asked at the end of your 1147/13, the truth of this is that when the German fleet was sighted early on December 8th the news was telephoned to Fitzroy; as Mr Felton and all the hands were away at Port Louis shearing, Mrs Felton sent a girl to the top of the ridge to see if anything could be seen of them, when she returned with the news that colliers were in sight. Mrs Felton rode ~~herself~~ to the top of the ridge to make sure and telephoned the news to Stanley. One would hardly conclude from this that Mrs Felton was keeping a daily watch on the

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top of the Fitzroy ridge.

6. 1147/14. I am glad to learn that we are likely to score off Captain Edwards - I had quite lost sight of Southgate, but recollect him perfectly well. The Otranto came here again on the 12th, coaled from the Manchester Civilian, took some 200 tons of provisions and stores from the Freshfield, and left for the West coast on the 16th. Draft on the Admiralty for £129.18.11 for mutton and sundries supplied is enclosed.

7. 1147/16 and 1150/19. It is very satisfactory so far that we have had no trouble with the workmen, although there has been a fair amount of talk on the question of the wages paid to the men employed on the new Wireless station, the lowest rate being £3. 5. 0 per week with board in addition. It is perhaps fortunate that the new Governor is employing less men just now, the dismissal of some of these resulting in more being available. Just lately, we have been compelled to keep a big navvy gang going. The news of the Bonus of 12½ per cent will have an excellent effect - it will be explained that the extra 2½% is on account of the good work during the anxious ~~work~~ time at the end of last year. I have not had time to get the lists out and distribute the amounts, but this will be attended to as soon as the mail has left, your instructions being carefully carried out. The Directors may be quite sure that the Bonus will be ^{greatly} ~~much~~ appreciated as before, more especially the extra 2½%.

8. 1147/17. In comparing the cost and selling price of materials I should like to point out that one cannot have a fixed ratio of profit. To take some of the articles supplied to the Falkland on which you make a comparison of cost and selling price:-

Nails. If you sell by the cwt you can afford to quote a low rate, but when a few are used by carpenters and have to be weighed out by the lb, 4d is not too much to charge.

Oars. For short ones the price is moderate, but the cost increases considerably with the length of the oar, the price

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per foot of a 16 ft oar being double that of a 10 ft. Moreover some arrive with the blades chipped and are therefore a loss. Tumblers. Freight is as much as the prime cost, and one must have a high profit to cover breakages.

Flexible Wire. If a whole coil were purchased we could reduce the ~~max~~ price, but the Falkland buys certain lengths leaving us with short ends which are useless. On the whole, I suggest that we should give a discount of 12½% on the total store accounts. To have to furnish new accounts with a fresh set of prices would entail a lot of work, and I hope that we may be allowed to continue making out the bills at current prices giving a general discount of say 12½%. As regards charges for work done, I sent some of the carpenters' time sheets to Mr Cornell to prove to him that we charge exactly what the men had been paid. I asked him to send these to you to be returned to me later, but had no reply to my letter by last mail.

9. 1147/18. Mr Allan will be writing to you direct as regards the visit to the coast - he hopes to be able at the same time to select horses for ploughing if the embargo on their importation is removed.

10. 1147/19. Luchtenborg is a German married to a French-woman. Governor Allardyce informed me that if he left the Sea Lion Islands he would be interned in the Gaol; the material for the light has been in Stanley for three or four years, I think, but the erection seems to be as far off as ever. Luchtenborg has no boat at the Sea Lions and is therefore virtually a prisoner there.

11. 1147/21. The Colony will be very badly off for Doctors after the departure of the Ortega, as both Dr. Pearce and Dr. Turner are leaving. Dr. Craddock, who was selected by the C.O. as North Camp Doctor, East Falkland, arrived by the Ortega; Dr. Pearce took the opportunity of his arrival to apply for leave, and has no intention whatever of returning to the Falklands.

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12. 1147/23 and 1148/11. If the proposed running of the Chilian labourers by the Falkland is ruled out, it will be a very difficult question for the canning, especially if the project for buying sheep from the West Falkland comes off, for in that case Weiss would probably require some 40 to 50 Chilians next season. The attitude of the PSNC shews that the objections I ventured to raise in 461/17 (4) to tying ourselves up so completely in our contract was not ill-founded. It seems to me that Mr Connell's estimate of the cost of sending the Falkland there is open to some criticism - insurance, interest and depreciation goes on whether she is lying idle or earning some unforeseen extra revenue.

13. 1148/7. Mr Nicholls arrived on Sunday, February 21st, and left Stanley by the earliest opportunity, which was by the Falkland on March 2nd; if we had sent him out overland it is very doubtful if any time would have been gained. It was not possible to get Biggs away before as the Falkland was doing trips to the West Falkland. She took Nicholls and family and furniture out, and brought Biggs and family away. During the interval between Nicholls' arrival by the Bogota and his departure for Darwin in the Falkland he was able to purchase furniture, with the result that he settled in his house at once and was able to commence work without any further delay.

14. 1148/12 and 1150/3-17. Mr Allan will report to you direct on the canning operations for last season. The Falkland will be going to Goose Green shortly and Weiss will be asked to have a look at the hold to see if it would be feasible to fit this for carrying live sheep across the Sound. Of course, if she does this work, it must be put through to a finish without interruption with the possible exception of a break for a run to Stanley and out to Fox Bay with mails. In this case no cargo would be carried on that trip and the fittings left intact to finish the sheep carrying. It seemed to me that we ought to employ the Falkland on this work, if possible, for many reasons - it would increase her earnings

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earnings, lessen the cost of transporting the sheep, save the very heavy cost of a special barge and towing by the Samson, which could only be done in moderate weather, and would be a far safer means of conveyance.

15. 1148/18 and 1149/2. The news of the death of Mr David Smith was passed on at once to his son. It is perhaps better to deal in a separate memorandum with the question of renewing the lease of Great Island as this involves many considerations and quotations from back despatches, making it rather too lengthy to include in this despatch.

16. 1149/3. Before starting any formal petition to the Government for legislation as to destruction of offal and breeding places for flies, it will be preferable to have a talk with the Governor. So far, I have had only one short interview with him as his time is very fully occupied making himself au fait with back correspondence.

17. 1149/4. Similarly, the question of relieving members of Rifle Clubs of the necessity of taking out gun licenses had better be held up until the Governor has more time. A number of the West Falkland farmers will be in Stanley in a day or two, and they may have some opportunity of expressing their views to him.

18. 1150/10. The PSNC's proposition to cancel the freight contract during the War is delightfully cool - I am shewing it to all the farmers who come to Stanley - it emphasises to them the advantage of the freight contract, and also helps to demonstrate the difficulty of getting their wool shipped.

19. 1150/20. We are glad to hear that the PSNC have admitted the claim for the 25 cases of mutton short delivered ex Sorata. There has never been any such thing as a shipping note in Stanley for homeward produce. A rough list of produce for shipment is taken to the steamers by Captain Thomas, detailing marks of produce stored in the hulk and/or lighters. The PSNC, Liverpool, wrote us direct about the shortage, and we replied on January 2nd (copy sent to you in my letter of that date), explaining that the tallies from the Factory

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into the Falkland, and from the Falkland to the Great Britain, both agreed.

20. 1150/21. The motor boat and water boat purchased from the Normanna Company have been invaluable on account of the services of the Plym being so constantly required for the new Wireless Station. During the past 8 weeks we have delivered no less than 535 tons of fresh water to the Admiralty steamers alone. The motorboat tows the waterboat to and fro, and the Plym pumps the water into the steamers at odd times. The motorboat is also able to tow lighters in moderate weather, as well as convey men and stores. She is 35 feet long, 9ft broad, decked all over with good sized compartment forward, and small one aft. The engine is a 20 BHP single cylinder Bolinders in very good order; she has bronze feathering propellers, with spares - we are able to start her when quite cold in ten minutes.

21. 1150/23. I enclose copy of a letter from Mr van Gelder, with copy of reply pointing out that as we have now some 2500 tons of produce here awaiting shipment we are quite unable to ship the guano..

22. Copies of letters from Messrs Houlter Bros, on the subject of the commission charged on the accounts of the British Transport and Royal Transport are sent herewith. I have not replied to them as the question will be dealt with by you. It seems to be all very well for them to say that they "cannot allow" more than 2½% for cash advances; if the Captains must have money and cannot get it for less, they would be repudiating their Captains' drafts.

23. In writing to Messrs Vorwerk on May 17th, copy sent to you last mail, I had overlooked our Remark on Accounts dated December 23rd, but gather that it does not greatly matter. Their draft was accepted by you, but could not be met on account of the Enemy Trading Law.

24. At the only interview that I have had with Mr Young since his arrival, he mentioned that he wished to recommend me

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as Unofficial Member of the Executive Council, but felt unable to do so if I held the Consulates of foreign countries. I replied that as successive Managers had held these it had become a tradition, and that I should not feel justified in resigning either without consulting the Directors in the matter. I recalled the fact that Governor Allardyce had originally recommended me as the Unofficial Member when the appointment was created in 1906, and explained that I had called at the C.O. and voluntarily relinquished it in favour of Mr Packe (this was reported to the Directors at the time). I mentioned that the Consulates were not regarded as an insuperable bar by Mr Allardyce, and added that as the Norwegian Government in 1910 conferred upon me the order of St. Olav it would be ungracious on my part to relinquish that Consulate especially unless I could recommend a suitable successor. I said that it was usual to do this, but that at the present moment I could not say that I knew of anyone here whom I could recommend for either the Italian, Norwegian or Chilean Consulates. I offered to refer the question to the Directors for their opinion, but eventually Mr Young asked me not to do so, saying that he would discuss the question direct with the C.O., and the matter rests at that for the present. But I feel that it is a discussion that should be reported to the Directors.

25. On the arrival of the Kenuta the Falkland happened to be empty and ready to load, so she was sent alongside in the hope of taking the Port Howard and Port Stephens cargo direct on board. You will see in the statement attached that in one day that they could not get more than a small fraction of the cargo on to the Falkland - it was impossible to lose time by keeping her there longer as she had to take the mail out. The idea of taking a large cargo direct is really impracticable, for the reasons detailed in the statement, a copy of which is being sent to Messrs Lowden & Company and Messrs Spearing & Waldron. So far as the Company is concerned, we must have something for the handling of these two consignments, as the labour of landing, sorting and re-shipping has been very costly.

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especially as there were some very heavy lifts in the JLW cargo. 5/- per ton would be none too much for this.

26. The heavy total of cargo per Ortega, Kenuta and Oriana, amounting to 1500 tons in a space of 4 weeks has been awkward, more especially as the Admiralty people required the lighters as much as possible. The Ortega's cargo was not out of the lighters when the Kenuta arrived, and I had taken the precaution to land the Falkland's coal from the Fleetwing so as to have her available for the Kenuta. Mr Connell wrote me some time back that we could have 100 tons of their coal at 37/3 and we were glad to accept this and sell it as house coal for we have none other here now. The Kenuta arrived on May 19th and was just a week discharging - seeing that she had all general cargo (no coal) this was not an unreasonable time.

27. I enclose a letter from Mr Allan covering a copy of the late W. Shire's account extracted from the Darwin Ledger for the information of the ~~late~~ Rev. J. M. Skittery. I take the opportunity of mentioning that we are unable to send on the effects of the men, who were drowned in Stanley on active service, until the Falkland calls at North Arm.

28. We have been quite out of house coal for some time now, and Mr Allan must have some at Darwin. If you have not already sent us the 200 tons on order, kindly increase this to 300.

29. The Ismailia finished discharging on the 20th, and the Freshfield commenced only on the 21st. As soon as she arrived I made enquiries about the material for the steel lighters, but was informed that with the exception of the frames, the whole of the material was stowed underneath heavy cargo (cement etc.) in No. 1 hold, and that it was quite impossible to get at it until this was discharged. We got the frames off about a month ago, but have not yet been able to do a stroke towards putting the lighters together. Parkes, who is an excellent worker, with the others have utilised the time digged out in the West Yard and constructing a building and launching

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slip; he would have also helped to build a shelter to enable the work to be carried on during bad weather, but the other men would not assist at this. When one considers that all these men are steeped in Trade Union restrictions it is a good deal to have got them to dig out clay and make the launching slip. The ~~heavy~~ delay in getting at the material is simply lamentable, but we have been quite powerless in the matter. The Freshfield's cargo could not be touched until the Ismailia had finished discharging as the Admiralty have been paying the latter £60 per day. They now have all these lighters at the Freshfield, and I have placed the Fleetwing alongside as well in readiness for the plates; they will also place on board her all material for the cable station to be landed at the Dockyard jetty, as this will be erected on the site of the Assembly Rooms.

30. We received news that H.M.S. Glasgow had captured a sailing vessel, and learned a few days ago by telephone that she had arrived at San Carlos in charge of Lieutenant Lyon, R.N. She took in fresh provisions and water there and arrived off Port William yesterday. Fortunately, H.M.A.S. Macedonia was arriving at the time, and took her in tow. She is the "Pax", 3 masted schooner, bound from Rosario to Stockholm with a cargo of linseed. I understand that she is the "Hieronymus", originally British sold to Germans, and again sold by them during the war to Argentines. The cost of sailing her home might be more than the Prize Committee would incur; if so, she would make an excellent hulk here.

I am,

Sir,

Your obedient servant,

493 per Ortega (24.6.15)

ENCLOSURES.

Duplicates. (Originals per Ortega (via Panama), May 14th 1915.
Despatch No. 492
Store Indents No. 500
Remarks on Stores
Statement on Accounts
Remarks on Accounts
Letter to the Secretary.

Originals.

1. Copy of Stanley Journal for March
2. " " " " April
3. " " Cash Book for March
4. " " " " April
5. Cash Voucher West Store for March
6. " " " " April
7. Store Indents No. 501
8. Remarks on Stores and replies,
9. Stanley Ledger Balances, 31st March.
10. Manifest of cargo per Falkland, voyages 12B, 13B and 14B,
11. Particulars of draft, Acct. Gen., H.M. Navy
12. Memorandum re leasing of Islands, with 6 copies.
13. Copy of corres. with Lowden & Company,
14. " " Anglo-Chinese Eastern Trading Co.
15. Copy of letter to PSNC, Valparaiso, June 11.
16. " from Lowden & Co, April 5th
17. " " Empire Transport Co. Ltd.
18. " " Lowden & Co, April 14th and 15th.
19. " to Buzzzi & Co, with copy of account.
20. Copy of letter from PSNC, Liverpool, April 15th.
21. Copy of letter to Colonial Secretary.
22. Letter from Mr Allan, with copy of W. Shire's account.
23. Copies of telegrams received and despatched.
24. Mr Allan's letters (2) to the Secretary.
25. Memo. re cargo ex Kenuta.
26. Memo. re Mr Moir's agreement.
27. Letter and receipt from Davies Turner & Co.
28. Remarks on Accounts.
29. Statement on Accounts.
30. Letters for Secretary (2).
31. S.S. Ismailia - copy of account.
32. Letter to Secretary, June 21st, with 6 copies.
33. Coasting Insurances,
34. Copy of letter to PSNC, Liverpool, June 22nd.
35. Copy of letter to Salvesen & Co., June 22nd.
36. Indent from Mr H. Waldron for Gramophone Records.
37. Shipping Report.
38. Copy of PSN account.
39. Specifications:-

	Wool.	Skins.	Tallow.	Hides.
W P	44	10		
Z	190	6		
H	32	7		
H W	44	10	15	
Heart	214	11		5
W E D	166	18		
S L	21			
Triangle FB	4			
R B C	32	7		
J R	34			
J L W	3	3		
E E M	2			
J			3	
D & S	10	8		

H.M.S. "Macedonia".

July 6th

15.

494.

Sir,

My last despatch left per Ortega on the 28th June.

2. In replying by last mail to your despatch 1149/2, I did not make any suggestions as to the rentals of the Islands; Mr Allan and I have talked the matter over and suggest that if the leases are renewed the rentals should be proportionate to the carrying capacity of the Islands as declared in the annual stock return. Roughly speaking

Lively Island carries	9,000.	Present rental	£50.
Speedwell etc.	" 9,000.	" "	£60.
Great & Swan	" 6,000.	" "	£75.

The two small farms leased by the Government without option of purchase or renewal are

Bluff Cove	carrying	4,000.	Rental	£100.
Fitzroy North	"	2,500.	"	£ 60.

The cases of these latter are somewhat different to our Islands, as on expiration of the leases the Government compensates for buildings, fencing and improvements, whereas I gather from London despatch 1033/9 that any such improvements on our Islands become the property of the Company if the lease is not renewed. I cannot, however, think that the Company would on the termination of the lease insist strictly upon this right.

Should the Directors adopt the principle of fixing the rents of the Islands according to their carrying capacity an equitable figure would seem to be something like £15 to £20 per 1000 sheep. At this rate Great and Swan Islands would be

The Secretary,

London.

494 per Macedonia (6.7.15)

2.

from £90. to £120, and the other two from £135 to £180.

3. Mr Roy was not able to purchase any wool on the West Falkland - only sheep from Port Howard and Pebble Island.

4. I enclose copy of a further letter from Messrs Vorwerk & Company, together with copy of my reply.

5. I did not reply by last mail to your 1147/20 on the subject of sending with every shipment of wool a list of the bales. The tallying is done, at present, under considerable difficulty by either the foreman of the navvy gang or one of his men - if by the former, his attention is often distracted by giving an order to the men, and if the latter, it is work to which he is not accustomed; in either case we do not feel that we can trust the tally implicitly. With so much tallying of outward stores, stores shipped by the Falkland, and wool from the Falkland to the Great Britain, and on to the steamers, we really ought to have a proper tally clerk who would attend to all this and keep books which could afterwards be referred to in case of dispute, and I hope the Directors will see their way to sending out a suitable man. When not engaged on actual tallying work he would have to assist Mr Creece with the Store books or Butchery accounts.

6. I enclose copy of a letter from the Secretary of the West Falkland Medical Association informing me that some of the West Station Managers interviewed the Doctor of the Ortega when here and made him an offer of the West Falkland post, adding that a letter was written to you asking you to engage Dr. Henry on their behalf if you have not already secured some other suitable medical man.

7. The Assistant Blacksmith, Balharrie, has asked me whether the Company could give him some increase of pay. He came out early in 1913 on £10 per month, with a promise of extra pay for shipwork, but in the absence of ship repairing, he has had practically nothing beyond his £10 per month, plus the bonus. Balharrie points out that provisions have increased in price, also mutton, and that he has no chance of earning anything extra in overtime like the navvies; further that on the

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expiration of his agreement he has to find his own way home. Under present conditions he can only just live on his pay, and I hope that the Directors will sanction an increase of the standing wage. He is a steady worker, although only an average man at his particular trade; during the rush of outward cargo, when there was not much work in the Smithy, readily helped on the jetty.

8. In paragraph 20 of my last despatch I mentioned that we had delivered 535 tons of water to "Admiralty steamers". Of this, 355 tons were supplied to the Ismailia, and charged for at 5/. per ton in the account dated June 23rd, a copy of which was sent to you last mail. I am told that she did not wait for the last load of 20 to 25 tons, but that this was charged for in the account. Should the owners claim a refund for that quantity, it will be quite in order to pay this.

9. We find that Challis, who was brought down from Buenos Aires for this season's canning is not altogether suitable for permanent employment, and the engineer question is to the fore again, especially as May, whom we had as leading stoker and driver in the Samson, is leaving. May was engaged originally by the Crown Agents for the "Penguin", and was forcibly exchanged for Kelway Jr., as reported. Although we resented it at the time we had the best of the bargain, as he turned out very well; being a coppersmith he was very useful in the shop. As Weiss has been to Stanley we have discussed the Engineer question and come to the conclusion that he can do all right at Goose Green with Redmond provided that Mills can spare time to overhaul everything before the commencement of the canning, and that he can also be available to ride out at short notice in case of emergency. To ensure this, we must have a man in Stanley capable of running the Samson and also capable of patching up any temporary breakdown. In all probability you could get an unmarried man to come out for about £10 per month, with a guarantee of at least £2 per month overtime. His

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Overtime rate would be 1/8 per hour, and he could have the option of living on board the tug, finding his own food, provided that he is able to cook for himself. May has lived on board for the last year or so, providing for himself. This is an advantage as he acts as a watchman, and if steam is wanted early he is on the spot. If you send a man out I would suggest that it should not be on a long term agreement, and that notice of termination on either side should not be more than three months. One indispensable quality is a strong stomach which will not be upset by the roughest weather.

10. The S.S. "Grahamland" (ex "Josephina") is still awaiting orders - instructions were given to the Captain through the Colonial Secretary to proceed to British Columbia, but he has since received a telegram from Farrar, Groves & Co to proceed to Montevideo.

11. H.M.A.S. "Macedonia" arrived here on June 23rd from Montevideo, and has re-shipped all the guns left here by the Canopus, also removed the mines from Port William.

R.N.

12. Captain Evans, of the Macedonia, is the most business Naval Captain I have ever met; he has expedited the discharge of the Freshfield by placing the collier "Manchester Civilian" alongside to act as a hulk for her cargo, enabling the same to be partially sorted. We have given them the lighters for wireless station cargo which has to be landed in ~~the~~ the Naval Camber, and the Fleetwing for the lighter plates. These go on deck and they are able to place in the hold the material for the Cable Station building, which will be erected on the site of the old Assembly Room. We have now landed about half the lighter plates and are sorting them out in the West Yard, where Parkes has his building and launching slipway.

13. In the course of conversation with Captain Evans I mentioned our difficulties with regard to homeward cargo and asked if there were any chance of having this shipped in the Freshfield; he spoke of this to the Governor and the latter asked me to go and discuss it with him as soon as the Ortega

494 per Macedonia (6.7.15)

5.

left. I went to see him the evening the Ortega sailed, June 28th, and the same night sent off the telegram - this had been worded differently but was altered at the express wish of the Governor, who telegraphed to the Colonial Office simultaneously. Seeing that the Valparaiso Manager has promised us some space in the Potosi, I am anxiously awaiting some reply from you - the delay, however, is a good sign as it shews that the matter is under consideration. If the Admiralty had ruled out the project we should have had a negative reply before this.

14. Since writing my 493/20 I learn that the "Pax" is an absolutely new steel vessel, and is not the old wooden "Hieronymus". When under the Argentine flag she is stated to have been called the "Hieronymus Hipland". I have no means at present of obtaining accurate data as to her dimensions etc.

15. The Captain of the Bangor (renamed Seattle) has been asked by Captain Evans, R.N. whether he and his crew are willing to navigate his vessel to some other British port. Capetown, West Indies and Gibraltar were named, but I hear now that Sierra Leone would be the destination. Captain Hansen has replied that they are willing to do so provided that the case is not tried here, and that the crew are guaranteed all their rights and privileges under the Norwegian Maritime Law.

16. H.M.S. Macedonia is taking stores for the Canteen of H.M.S. Glasgow - the amount is larger than we anticipated. As the Macedonia may receive at any moment orders to leave, we are closing up this despatch this afternoon.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

DUPLICATES. Originals per Ortega 24.6.15.

Despatch No. 493.

Copy of Stanley Journal for March.

" " " April.

" " Cash Book for March.

" " " April.

Store Indents No. 500.

Remarks on Stores and Replies.

Stanley Ledger Balances, March 31st.

Copy of letter to Spearing & Waldron.

" letters (2) to Secretary, June 24th & 28th.

Copy of letter to E. Pinto Basto & Co.

Copy of Mr Allan's letter to Mr Blake.

" " " Secretary.

Coasting Insurances.

Remarks on Accounts and Replies to remarks.

Statement upon Accounts.

B/L, Dean Seymour's effects per Ortega.

ORIGINALS.

Copies of telegrams despatched and received.

Copy of Correspondence with Messrs Vorwerk & Co.

Copy of letter from Hon. Sec. West Falkland Medical Assn.

Letter to Secretary.

Copy of Admiralty Wireless Station Account.

Copy of Messrs Cubitt & Co's Account.

Remarks upon Accounts.

ORIANA.

July, 20th

15.

495.

Sir,

I wrote last per H.M.S. Macedonia on the 6th instant, and received on the 11th per Orita your despatch Noll51.

2. 1151-3. After telegraphing to you on June 28th as to approaching the Admiralty for a cargo of wool home by the Freshfield I felt that I had better wait for some reply before telegraphing Valparaiso again; as I had no news from you I telegraphed Mr Pearson on July 12th "Cargo awaiting shipment 3,000 tons measurement weighing 1,000 tons" Of course, the PSNC are merely making excuses - they know perfectly well at Valparaiso both from telegrams and letters that we have a large quantity of cargo here awaiting shipment. I think it will be as well to adhere to the plan I have always adopted, namely to telegraph Valparaiso as soon as a cargo steamer has left. We know then how much she has left behind and can estimate how much more will be ready for shipment by the date on which the next cargo boat should call to catch sales in London. Coded messages are not permitted at present.

3. Par. 4. I fear that the objections to shipping cargo per Josephina will be quite as forcible, and rather more so, in the case of the Freshfield, for she is slow and her boilers are in a very bad state indeed. If the underwriters get to know this they will doubtless increase their rates considerably.

4. Par. 6. We were able to purchase potatoes from Mr Roy,

The Secretary,

London.

495 Per Oriana (20.7.15)

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and obtained Beans from Maclean & Stapledon at Montevideo, but freights from there have now been raised to such a figure that it is cheaper for us to obtain as much as we can from Liverpool. The freight on 100 kilos of Maize from Montevideo is 6/6 as against 5/2 from Liverpool, and moreover we save the extra commission of 5%. The export of foodstuffs from Chile is still prohibited.

5. Par.8. It is very satisfactory to be able to report that so far there has been no trouble with our men as regards wages - in discharging coal ex Josephina I gave them contract and now that they have a good bonus they are quiet. I am very glad to have had the Directors permission to give an increase of wages, if desirable, and think it may have to be given to the Carpenters before long. They have had no increase at all, and for quite two years there has been no shipwork to add a little to their earnings.

6. Par.10. As indicated in a previous despatch I asked Mr Allan to have a look at the hold of the Falkland with Weiss and Captain Saanum in order to gauge her carrying capacity of live sheep.; I enclose copy of a letter from Weiss from which you will see that he is of opinion that she should carry say 1100 with an extra tier. In answer to your questions

(a) the Falkland would probably carry on the floor of her hold from 550 to 600 sheep. - you cannot however do that without some fittings, you must have a stage for racing them on board, and a stage for running them down into the hold which is 10 feet high deep. Moreover, the floor space must be divided into at least 6 divisions to prevent accidents.

(b) It would be quite feasible to erect an additional tier or gallery round the hold leaving an air space in the centre; this would enable her to carry an additional 450 or 500.

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(c) I cannot at present say what the cost of these fittings would amount to, but will be able to report the same if the Oriana is a day or so late. Messrs Lowden & Co. have written to Captain Saanum that the sheep would be carried only on the floor of the hold, but they cannot have thought out the matter in all its bearings. First and foremost, it must be remembered that the Falkland will be away from her coal and water base - if you increase her carrying capacity by 80% you save that amount of time. If she has to return to Stanley more than once in the middle of the sheep carrying in order to get coal and water she will lose weeks of time. It may be convenient to come to Stanley once to fetch the mail out, and she would take that opportunity of coaling - on that trip no cargo would be taken either way, so that the fittings would not be interfered with.

I have taken advantage of the presence in Stanley of the Managers of Hill Cove, Chartres and both Fox Bay Stations; they are quite willing to sell to us at 2d per lb for ewes and/or wethers of 45 lbs weight or upwards; for sheep from 45 to 40 lbs we could give 4/- and below 40 lbs 3/- each. They will put them on board at Port Howard provided that Messrs J.L. Waldron do not charge more than threepence per sheep for the use of pens and jetty. Freight per Falkland to be for our account. Sellers to give 1% extra to allow for deaths or other accidents on the voyage. As regards the port of discharge both Mr Allan and Captain Saanum say Egg Harbour. Mr Allan has pens there that would accommodate 15,000 sheep, and Captain Saanum knows that there is deep water there close to where the sheep would be landed. He will call at Egg Harbour this trip instead of Brenton Loch, do some sounding etc, and decide what would be the best place for putting out a small jetty.

7. Per. 12. You will have learned that the Joséphina Nizet discharged only 350 tons of coal at Goose Green. With so much work to be done in Stanley, there was no chance at all

495 per Oriana (20.7.15)

4.

of getting the Garland towed back here. If we increase the canning business it will be well to have a good reserve of coal at Goose Green.

8. Advantage was taken of the trip of the Falkland to Goose Green for the canned meats to let Mills go out there taking with him Mr Donald, one of Babcock & Willcox's men, attached to the new Wireless Station. Lieut. McLellan was good enough to spare him. They thoroughly inspected the boiler and Mills's report is enclosed; you will see that they recommend abolishing altogether the brick furnace which was designed for burning scraps. This was found impracticable, see my despatch 426 of ~~12th~~ September 1912, (latter half of sheet 2), and it will be far better now to introduce a proper coal furnace.

9. The Grahamland left here for British Columbia on the afternoon of the 7th instant. We had only half an hour in which to settle his ~~accounts~~, with the result that errors and ~~omissions~~ were made; we are asking you in Remarks on Accounts to have these rectified.

10. All the steel plates for lighters are now landed and the riveters are getting on well with the first lighter. Parkes will do his utmost to get both finished within a couple of months from now.

11. The case of the Bangor has been dealt with in a most extraordinary way; I mentioned in my last despatch that Captain Hansen was asked whether the crew would assist in the navigation of the ship - on the 6th instant a letter was handed to Captain Hansen stating that the case would be proceeded with and asking what members of the crew he wished to call as witnesses. Next morning whilst he was on shore with the Colonial Secretary some officers from H.M.S. Macedonia went on board, hoisted the white ensign, gave the crew $1\frac{1}{2}$ hours to pack up their effects, and removed them to the Macedonia with the exception of the Chief Officer, Chief Engineer and Purser, who were sent to the

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5.

Freshfield. A crew from the Macedonia under charge of Lieut. Pollard, R.N.R. took charge of the Bangor, and on Sunday the 11th Lieut. Pollard sent word to Captain Hansen to be on board on Monday the 12th by 2 pm. I wrote to the Governor as Norwegian Consul asking what the intentions of the Government really were, and ~~asked~~ also whether they would recognise as a lien on the ship the advances which I had made, - copy of this correspondence is enclosed. We had to make up the ship's accounts on Monday morning very hurriedly; I was not aware that the crew had had so much in the way of stores, and thought it as well to set this and the water against the credit of £200 which you arranged with the owners, taking the Captain's draft for that separately. As we do not know whether this should be drawn on the owners or some Bank we have left it for you to make out the superscription. The remainder of the account, £229.12. 1, represents cash to the Captain for personal and medical expenses, fresh mutton and telegrams. In case there should be any difficulty in obtaining repayment of this from the Owners, I got Capt. Hansen to sign separate accounts of advances made by the Norwegian Consul. The Bangor left under sealed orders on the morning of the 15th instant.

12. I regret to report that whilst Capt. Thomas was at Chois-eul Sound with the Josephina the hulk J.P. Smith, into which we had discharged about 250 tons of the latter's coal, developed a leak. About that time we were exceptionally fully occupied attending to the discharge of cargo ex Kenuta, Oriana and Freshfield etc.; during the night the J.P. Smith became submerged to the timber ports forward which have not been caulked for years - the water then poured in at a furious rate and we had only just sufficient time to slip her moorings and beach her at once. Unfortunately, the tide was then at $\frac{1}{4}$ flow, so that as it rose the hulk filled almost to the deck. At last new moon tides were very poor, but we will strain every effort to float her at the spring tides due.

495 per Oriana (20.7.15)

6.

about the end of this week. Should the Samson's salvage pump fail to deal with the water, we might have to ask whether you could hire a centrifugal pump, but we hope that it will not come to this.

13. We have been quite out of house coal for months now, and have drawn on Lowden's stock for supplying Darwin and stations on the West. We cannot take any more of their supply, and cannot get at ours at the bottom of the J.P. Smith and must ask you to let us have some house coal at the very earliest opportunity.

14. I have had to leave unanswered paragraph of your despatch No. 13 on the subject of hay. I caught influenza cold which developed into somewhat severe bronchitis, which has entailed my remaining indoors for over a week.

15. Kindly let Messrs Lowden & Company know that I am quite unable to deal, by this mail, with their letters of June 9th and 10th.

I am,

Sir,

Your obedient servant,

495 per Oriana, (21.7.15.)

DUPLICATES. (Originals per H.M.S. "Macedonia. 6.7.15.)

Despatch No.494.

Letter to Secretary.

REmarks upon Accounts.

Statement on Accounts.

ORIGINALS.

11 Stanley Cash Book for May.

2. Stanley Journal for May.

3 Store Indents No.509

4 Bonus (.1914) List.

5 Return of Stanley Establishment & Wages paid 1st April - 30th June.

6 " Camp " " " " "

7. Copy of Engineer's report on Goose Green boiler with list of materials required.

8. Copy of letter to P.S.N.C. Valparaiso, July 2th.

9. " " E.Pinto Basto & Co. July 22nd.

10 S.S."Bangor" or "Seattle" -copy of corres. with Accounts.

11. Manifest of Cargo per Falkland, Voyage B.15.

12. Shipping report.

13. Coasting Insurances.

14. Copies of telegrams received and despatched.

15. Mr Ablan's letter to the Secreatry.

16. " 2 " Mr Cobb.

17. " " " Mr Baake.

18. Remarks on Accounts.

19. Statement on Accounts.

20. Specifications:-

	Wool.	Skins.	Tallow.	Hides.
A.F.C.	42	7	3	11

ORITA,

August 17th

15.

496.

Sir,

I received by the Orissa on the 7th instant your despatch No. 1152 of 7th July.

2. 1152-7. We shall probably hear shortly from Messrs Gibbs & Co., of Valparaiso, and trust exports from Chile will be permitted again soon.

3. 1152-8. Copies of the Resolution passed at the General Meeting have been sent to Mr Allan to be posted in the Camp - we are sure that the thanks of the shareholders will be as much appreciated there as at Stanley.

4. 1152-10. I am glad to have had the detailed list of wool delivered ex Orita before we commenced loading the Freshfield. The discrepancies are considerable but possibly not more than might be expected, considering the conditions under which the wool was shipped.

5. 1152-16. I reported by last mail the terms upon which the Managers of Hill Cove, Chartres and Fox Bay Stations have expressed their willingness to sell their surplus stock; no actual agreement has been made. Mr Allan and I had come to the conclusion that it would be very desirable for him and Weiss to go over to the West later to discuss prices etc. with the Managers direct, as most have said that they would much prefer to sell outright at a fixed price rather than by weight. At the same time the Managers I have mentioned above have now said that they would agree to 2d per lb and other conditions as reported in 495/6. As the Directors disapprove purchasing except

The Secretary,

London.

496 per Orita (17.3.15)

2.

on the basis of weight there will be no object in Mr Allan going across with Weiss. I fear, however, that by this decision you will lose a good many sheep for Mr Evans, of Port Howard, who has lately been to Stanley, resolutely declines to sell by weight, and as others on the East Falkland are equally averse, it may make a big difference. Of course, if our Canning Factory were the only means by which they could get rid of their surplus stock they might eventually decide to accept our terms, but Messrs Waldron & Wood, of Buenos Aires, have been making enquiries for sheep, and if you bind Mr Allan down absolutely to a weight basis, you are throwing those farmers who believe in a flat rate into the hands of others. Port Howard would probably one third of the total from the West Falklands, which would be roughly as follows:- Port Howard, 5000, Hill Cove 2500, Roy Cove and Chartres 2000 each and Spring Point, Pebble and Packe Bros. about 1500 each.

6. 1152-17. Messrs Waldron's Manager, Mr Evans, has informed me that their charge for shipping sheep at Port Howard, which includes the use of paddocks, has been fixed at threepence per head. As this is the figure that the West Falkland farmers agreed to pay, I assume that there is no need for the present to approach the Governor as to the question of a public jetty at Port Howard. He has already quite a number of pressing questions on hand, and in the present state of the Colonial finances, I feel sure that he would not wish to be asked to provide anything towards a public jetty on the West Falklands.

7. I was able to send at the last moment by last mail a very rough estimate of £230 as the probable cost of fitting an extra tier in the Falkland for carrying sheep. But, if you carry sheep on the floor of the hold alone, divisions must be made and loading gangways provided; our estimate for these is

£ . Then the additional cost of an extra tier is

£ , making a total of £ . I am able to send you

copy of a plan of Egg Harbour drawn by Captain Saanum showing the soundings, and have marked where the proposed jetty

496 per Orita (17.3.15) 3

would be thrown out; it would not need to be more than 120 feet long.

8. With reference to par. 12 of my last despatch I am glad to report that the ~~XJ~~ P. Smith was floated at the spring tide on the 26th July. We had 3 bilge pumps, the hulk's main pump and the Samson's salvage pumps all going together and we got her up all right. We found that the excessive leaking was not due to the timber ports, but she had a very bad hole in the bow caused by the anchor. At some time she must have had an accident similar to that reported as having occurred on board the "Gulf Stream", described on sheet 7 of my despatch 349 of December 1908. When lying at anchor with an anchor hanging at the hausepipe in a light wind, this anchor must have fouled the chain to which she was riding - a wind springs up suddenly and this loose anchor clears itself and swings back on to the bow of the hulk. If the fluke of the anchor catches the hulk the blow would be quite sufficient to pierce the planking. We have lightened her by coaling the Falkland from this stock, thus replacing to Messrs Lowden & Company the coal we have had from them to sell as house coal.

9. As the tenancy of the Stanley Arms is likely to change shortly I should be glad if you could give me some suitable form of a lease - this question arose some years ago and I was informed that some form would be sent out, but the subject dropped and the present tenant has held the property upon a verbal understanding. This is not satisfactory, and I should like to have a lease in proper legal form.

10. The revised edition of the Consolidated Ordinances has been completed and copies are on sale in London at some law stationers whose name could be obtained from the Crown Agents in case you desire to have a copy. The revision and consolidation has been very carefully carried out, but it seems to me that the volume would have been more valuable with a fuller subject index. I have purchased locally copies for the Stanley Office and Darwin.

496 per Orita (7.8.15)

4.

11. With reference to my 493/24 the Secretary of State has appointed me to be a Member of the Executive Council on the conditions detailed in the enclosed copy of a letter from the Governor, namely that the appointment is terminable if the Governor finds that my interest in the Falkland Islands Company or my duties as Consul for Chile, Italy or Norway in any way interfere with the position of Executive Councillor. Personally, I am by no means keen on sitting on that Council as it will occupy time that I can ill spare, but I know that there is no one else here who is more familiar with the history of Stanley for the past 20 years. There have been so many changes in the Government staff that with the exception of Mr Thompson all the officials are new, and under these circumstances the knowledge I have of past occurrences will probably be of use to the Governor.

12. We have taken over a fairly large quantity of surplus provisions from the Naval Depot here and also from the Freshfield - on advantageous terms. The cost of the latter will be paid for here, and we shall ask you to pay the Admiralty in London about £900.

13. With reference to your 1151/13 I found it more convenient to deal with the question of Hay in a separate memorandum, so that a copy could be sent to Messrs Lowden & Co. and also to Mr Blake. This was made out and letter written to Messrs Lowden in the expectation of sending an extra mail by H.M.S. Glasgow, but Captain Luce preferred not to take any mail as he could not say when he would have any opportunity of landing it. In your Remarks on Accounts by last mail you mention that 2/6 per bale has now been agreed upon; presumably, this is 2/6 for the half bale?

14. We have lately had a meeting of the Legislative Council to pass the Supplementary Appropriation Ordinance for last year - the amount was no less than £11,286, but fortunately the revenue turned out much better than the estimate, so that the actual deficit on the year's transactions amounts probably to about £2500. But this deficit has been largely

496 per Orite (17.3.25).

5.

increased by the military expenditure in the first half of this year, and unless revenue turns out exceptionally good, an extra \$5000 of revenue will probably have to be found by some means. This will be discussed later on in the year when the Estimates are introduced.

15. The Governor some time ago asked me to go over the Town Hall with him to talk over what would be the best use to put the building to. He saw at once on his arrival that it would be a sheer waste to give over the bulk of the ground floor to the Volunteers, and quite agreed with Captain Dickson's proposal to utilise it as Government offices, leaving the upper floor free for the purpose for which it was designed. The Legislative Council has now formally recommended this, and the Secretary of State will no doubt agree.

16. Mr Houston arrived by the Orissa, and entered on his duties at once.

17. I have asked in the Remarks on Accounts that a payment may be made to a firm of engineers on behalf of the Rev. Father Migone for a dynamo and accumulators in connection with his Cinematograph apparatus, and would like to give here some explanation. Father Migone about three years ago installed a small cinema, the lighting then being Oxy light - the shows were well attended and he then obtained a small 60 volt dynamo, which is successful to a certain point; occasionally it breaks down and he wishes to have a proper apparatus with accumulators which will cost about £250. He has paid in £125 towards this, and would be able to pay the balance in 4 or 5 months with the help of a legacy of £100 from Mrs G.P. Smith. I am therefore asking the Directors to advance this extra £125 for these few months, and feel sure that they will gladly do so on learning that Father Migone has collected the following sums for Relief Funds:- National Relief over £100, Belgian Relief about £80, and is now collecting for the Serbians, £50 being remitted on this account by this mail. In addition to these he has given many entertainments

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6.

for sundry charities. He is aiming towards a show every evening or at least three times a week to draw the younger men of the place from the public houses, possibly adding to the picture show a room where they might obtain coffee and a light meal. It is really a good work in the place and deserves support. I should add in justice to other religious bodies that the Church of England started getting out a cinema apparatus, but as it was so evident that there was not room for two picture shows, and Father Migone was the first in the field, the Church of England authorities decided not to jeopardise its success by a rival concern.

18. I have to ask you to select a suitable junior clerk for the Stanley Office and send him out as soon as possible. Mr B. Hirling informed me on the arrival of last mail that he wished to offer himself for the front, and proposed to try to get home in the Freshfield. On making enquiries he found that this would cost a good sum, and when the Master of the "Manchester Civilian" offered to give him a passage practically free, he was naturally anxious to accept it. Although this would leave us very short handed indeed I felt that we ought not to place any obstacle in his way and he left in that vessel on the 17th instant.

19. Whether we shall require yet another clerk here or not I cannot at present judge - if you are able to send the tally clerk asked for by last mail, we may be able to manage, but I feel that we are working on no margin at all. There was a big increase of work due to ships at the beginning of the year but we then had Adam to assist, making a staff of 5 in all. We thought that with the departure of the ships the extra work would cease, but the wireless station means more work in the way of Store and Butchery business.

20. The "Manchester Civilian" sailed on the 17th for Cuba and New York, via Valparaiso for coal, and the Panama Canal. Accounts and the Master's draft on the owners for \$778. 6.10

496 Per Orita (17.8.15)

7.

are sent herewith. The collier "Neilrose" arrived on the 7th August.

31. You will be glad to see from the enclosed copy of my letter to Messrs Lowden & Company that I have been able to fix up with the Governor, subject to the sanction of the Colonial Office, a favourable contract for the carriage of mails by the Falkland. Mr Young has conceded most of the points asked for, and is recommending a subsidy at the rate of £900 per annum.

32. So far I have had no reply to my last telegram to you dated 9th August, stating that we can fill both the Freshfield and the Pax, and asking if we can ship guano in sacks by the latter. During a storm on the night of the 15th instant, the aerials of our wireless station started away - a telegram may be on the way. We have started loading wool on the Freshfield. It was fortunate that this steamer was bargained as "Manchester Civilian" just two days before you enquired by telegram whether we could supply her with coal to Gas Palmas. We could not have done so as we have none to spare for our own requirements and those of the Falkland.

August 18th. Our wireless operator states that with his emergency set he can this morning hear the mailboat, and gathers that she cannot be very far off. Owing to bad weather, the Darwin mail engine has not yet arrived, so that Mr Allan's mail may miss this steamer, if she comes within a few hours.

Yours,

Sir,

Your obedient servant,

W. M. Mardun
Manager

EXHIBITS.

Duplicates. (Originals per Oriana, July 21st 1915).
 Dispatch No. 495
 Cash Book for May
 Journal for May
 Store Indents No 502
 Remarks on Stores
 Stanley Wages Return, 30th June
 Engineer's report on Goose Green Boiler.
 Coasting Insurance
 Mr Allan's letter to Secretary
 Remarks on Accounts
 Statement on Accounts
 Letter to Secretary, July 23rd.

ORIGINALS.

1. Copy Cash Book for June
2. " Journal
3. Cash Voucher, West Store.
4. Stanley Ledger Balances, June 30
5. Store Indents No 503
6. Dean & Anson's indent
7. Bertrand & Felton's indent
8. Remarks on Stores,
9. Coasting Insurance,
10. Telegram recorders
11. s.s. "Falkland" - Manifest, voy. 16 B
12. Do. Plan of proposed fittings to carry Live Sheep.
13. Plan Of Egg Harbour.
14. H.M.S. "Glasgow" - Particulars of draft.
15. s.s. "Manchester Civilian". Copy of account.
16. Shipping Report.
17. Goose Green Returns, season 1915.
18. Statement on Accounts.
19. Remarks on Accounts.
20. Copy of letter to E. Pinto Basto & Co, Aug. 18.
21. Copy of corres. with Wm. Lowden & Company.
22. Executive Council appointment. Copy of corres. with Governor Young.

WEST FALKLAND MAIL CONTRACT.

Memorandum on Governor Young's Draft Agreement, August 19 5

Preamble and Interpretation Clause No. 1

The preamble has been simplified and the Interpretation Clause amplified. Throughout the Contract the Governor has described as "ports" all those ports the steamer has to call at under the provisions of the contract, and as "places" any others to which the Contractors may send her.

Clauses 2/7. Deal with the Itinerary.

I induced the Governor to omit all mention of special calls at San Carlos, Brenton Lock and Port Howard, pointing out that the insertion of these would deprive the steamer of the extra remuneration amounting to \$200 to £250 per annum, which those stations were quite prepared to pay. These ports were inserted in the proposed contract by Mr Allardyce under the following circumstances :- he had made trouble about the victualling accounts; these are largely increased by the steamer calling at intermediate ports between Stanley and Fox Bay, and I feared that he might at any moment say that the contract must be interpreted to mean that the steamer must go direct from Stanley to Fox Bay. I asked therefore that the contract might be worded allowing the Contractors to make their own arrangements with those stations for calling in with their mails, but could not tell Mr Allardyce my real reason for the request. He demurred, but on my saying that the people in the districts of San Carlos and Brenton Lock complained of the delay in getting their parcels post, he worded the contract that the steamer had to call there, but no extra subsidy was provided. I have now got Governor Young to put in a special clause No. 7 giving the Contractors full powers to send the steamer where they like.

The objectionable clause No. 5 of original contract, providing for a second call at Fox Bay if demanded by the Government is now omitted altogether.

Remuneration for the call at Sea Lion Islands is entered

2

at \$50 per call, but the Governor did not see his way to agreeing to any further payment for demurrage. It is more than probable that the light will never be erected there.

Clauses 8/15. Refer to obligations to the Postmaster.

I am glad that the stipulation as to placing mails under "secure lock and key" has been waived. The Governor said that he must word clause 11 on similar lines to the original clause 7 and stipulate that mails must be carried from Post Office to Post Office. This must therefore stand, and I refer you to my remarks on the point in my previous memorandum. We have not had any difficulty over this since arrangements were made with Packe Brothers and need not anticipate that any will arise in the future under the present regime.

The "nitro-glycerine" clause has been omitted altogether.
Clauses 16 & 17. Refer to passenger accommodation etc.

The Governor has adopted the rates asked for in accordance with your schedule of mileage. He thought of wording the clause that the steamer should provide meals and drinks, and asked what was the scale of charges for the latter. I informed him that up to the present we had not taken out a packet license to sell intoxicating liquors, and that it was not a course that I would advise. He therefore struck out the word "drinks".

He wanted to regulate the rates of outward freight in the contract and we had a rather lengthy discussion on this point. I told him what the rates at present are, and said that you would not think of binding yourselves to a fixed rate for 5 years, or even at all. I pointed out that homeward rates, passenger rates, and subsidy are all fixed, and that there must be elasticity somewhere; expenses are rising in all directions, and if outward rates are limited the Transport Company would find its revenue an absolutely definite quantity, but its expenses might be anything. The Governor told me that the point had been brought to his notice by Mr Miller in connection with the freight on hay from Rait Cove, and that he was anxious to protect the interest of a new industry that was apparently in danger of being choked by exorbitant rates of

3

freight being demanded. I told him in reply how the matter arose, and at my last interview was able to say that 2/6 per bale had been agreed upon between you and Mr Blake. It is further to that this was done as he then agreed to abandon the question. Mr Miller did not tell me that he had mentioned the matter to Mr Young, and the point was rather sprung upon me.

In connection with the passenger question you will probably agree that the victualling has been settled very satisfactorily. The schedule of charges for meals is higher for individual meals, but fixes a maximum of 6/- per day for the first class and 4/6 for second or steerage.

Clause 18/21. Accidents or loss, etc.

These clauses are now more in accordance with what was urged by the late Governor; as regards classing at Lloyd's Mr Alardyce left a note that as there is no Lloyd's Surveyor here, she could not be re-classed locally, but I was able to assure Mr Young that as Lloyd's Agent I am empowered to nominate a Surveyor to make the necessary examination.

Clause 2, has been inserted in deference to your wishes so that the Parkhead can be sent to England for overhaul if required, but 3 months notice is required before so doing.

Clause 22. Subsidy.

The Governor proposed \$900 per annum, but eventually agreed to \$860 - in view of the fact that he has not as in practically every other way, I think that you will be disposed to accept this figure.

You will see that in clause 2 he dates the contract as from January 1st, 1915; the increased subsidy will therefore be payable certainly from that date. I do not know whether he will pay at the new rate from the expiration of Salvason's old contract which was about November 1st.

Clause 24. Indemnity. Penalties, etc.

In your letter to the Governor of April 6th you ask that the penalties for breach of contract should be limited to \$2000, he is not disposed to place the maximum at lower than \$2500.

Stanley, August 17th 1915.

"COLONIA"

August 30th.

15

497

Sir,

The cable steamer "Colonia" arrived on the 26th inst. with the Port Stanley end of the cable from Montevideo, and telegraphic communication was established yesterday. She leaves to-day for Buenos Aires, and I am taking the opportunity of sending you the duplicates of last mail.

2. The loading of the Freshfield will be completed to-day, and we hope that she will leave to-morrow with about 2700 barrels of canned meats and extracts.

3. The Governor has received a telegram that a Captain, James Hanley, will arrive in the Grampus for the "PAX", which will be re-named the "KELP". We will load her as soon as we have disposed of the outward cargo ex Grampus.

4. Mr Allen is in Stanley to catch the Grampus to Puerto Ayres. He expects to be away for 6 weeks. The importation of horses from Chile and Argentina is now allowed.

I am,

Sir,

Your obedient servant,

Manager.

The Secretary.

LONDON.

1887/1888.

1887/1888. (Originals per Orita, 18th August 1915).

1887/1888. (18)

1887/1888. (19)

1887/1888. (20)

1887/1888. (21)

1887/1888. (22)

1887/1888. (23)

1887/1888. (24) NO 2880 on Navy

1887/1888. (25) NO 2880/1

1887/1888. (26) 1915

1887/1888. (27) 1915

1887/1888. (28) 1915

1887/1888. (29) 1915

S.S. "FRESHFIELD"

September 1st,

15

498

Sir,

I wrote last per cable steamer "COLONIA" which left for Buenos Aires on the 30th ultimo; on that date we thought the Freshfield would proceed direct to Las Palmas - being a slow ship, there would not have been any advantage in sending a mail by her. The Captain finds now that he must call at Montevideo, and letters will catch a fast steamer there.

2. I beg to refer to my 471/6 and 477/12 on the question claims in the PSNC. In the latter despatch were enclosed Consular Protests per Orizaba and Bogota with claim for \$12,18.6; you acknowledged this in 1143/11 stating that nothing could be done until the documents arrived, but I have heard nothing since then either as to that particular claim or as to the proper method of dealing with the question. I now send Consular Protest per Ortega together with formal claim for \$4,1.8.

3. I received your telegram asking whether Mr Roper would do for the vacancy in the Stanley Office, and replied the same day that the appointment would not be advisable. The strongest objection is that Mr Roper as Private Secretary to Captain Dickson when administering the Government had access to all the confidential papers and despatches, and I fear that if we brought him out here again in our employ, the Governor could not but regard it as "an unfriendly act". We are at present on the best of

The Secretary

terms

LONDON.

498 - 1.9.15

2

deals with all the Government officials, and I must say that both Governor Young and Mr Conder are anxious to efface the past. Although Mr Roper is an excellent worker, I am sure that it would be a fatal mistake to do anything that might tend to spoil the feeling of goodwill on the part of the officials.

4. In his letter of March 5th Mr Allan suggested branding the station mark and number of bales of wool on both ends of the bale. It would facilitate the tallying very much if all shippers would do this, as the stencilling on the flat of the bale is frequently obliterated by dirt in rolling, or by the grease staining the bagging. Some stations do this now, and if there is no objection I propose to send a circular to all clients suggesting this plan.

5. We completed the loading of the Freshfield on the 30th ultimo, the total cargo being over 2900 bales of wool and skins, and all the canned meat and extract. There are discrepancies in the tallying and breaking up of the marks which has been quite unavoidable; we had in the Great Britain over 3750 bales, all the meat and a large quantity of last year's tallow and hide and Van Gelder's grease. Hence the greater part of the wool had to be stored in the lower hold where there is no chance of staining the marks separately, and we had to pass the wool out just as it came. You will find full explanations in my separate notes on the shipment. A copy of the ship's account is enclosed, and we are asking you to pay the balance to Messrs Furness Withy & Co. The Freshfield arrived with a very large quantity of provisions on board for feeding the workmen, but when it was decided to board them in Stanley, the Captain had instructions to sell these. We purchased some £600 worth, and he sold locally a large quantity and paid in over \$1000 in cash.

6. We telegraphed to Valparaiso on August 25th for space for 1600 bales; so far we have had no reply.

I am, Sir, Your obedient servant,

Enclosures.

Duplicate. (Original per s/s "Colonia," 30th August, 1915.

Despatch No. 497.

Originals.

- 1 Despatch No. 498.
- 2 Darwin Indent.
- 3 Specifications Wool Skins

J.H.D.	60	
J.L.W.	6	
D.S.		
G.I.	67	4
N.A.	9	
- 4 P.S.N. Coy.-Claim.
- 5 "Falkland" manifest, Voyage 17B.
- 6 Copy of letter to Capt. Cuckney, S/S "Freshfield".
- 7 Notes on Shipment per s/s "Freshfield".
- 8 Wool shipment per s/s "Freshfield".
- 9 Sheepskins shipped per s/s "-do-".
- 10 Confirmation of telegrams despatched and received.
n
- 11 "Freshfield" manifest
- 12 Remarks on Stores Accounts
- 13 Statement on Accounts.
- 14 Specification of shipment and B/Ls for "Freshfield" cargo.

OCL:1254.

14th September

15.

499.

Sir,

I wrote last per "Freshfield", which left on the 3rd inst., and received per Cronsa on Sunday the 4th instant your despatch No 1155.

2. 1155-3. The shipment of the Freshfield relieves us very considerably although she could not take anything like all our cargo as the Admiralty shipped by her a quantity of 9.2 ammunition and all the linseed ex "Pax". Probably it is as well that she did take the "Pax" cargo and thus render her available for our tallow and hides; the PSN will no doubt manage to lift the balance of wool, but would have required a very great deal of pressing to find space for tallow and hides. Capt Hanley (who was mate of the "Sofala" when here in 1904) arrived in the Cronsa with a crew - at the moment of writing he is getting the vessel ready for loading.

3. Par. 11. The point I wished to raise in connection with utilising the Falkland for conveying Chilean labourers was not so much the bringing them from Punta Arenas, as that of getting them back there. ~~The PSNC could without doubt bring them across all right - we would have the Samson or the~~ Falkland ready to take them away at once to Goose Green, and would make our arrangements for starting work accordingly.

When, however, the work is finished, we want to ensure getting them off the place at once, and it is most unlikely that the completion of the work would synchronize with the arrival of the outward mail steamer for Punta Arenas. Even so, the

The Secretary,

London.

495 Per Orissa (12.9.15)

2.

Falkland has to be in Stanley a day or two before that date so as to be in readiness to take the mail round the West, and the Samson has to be on the spot for towing lighters. I have already pointed out that boarding houses in Stanley will not take in the Chibbeans, and as they would all be in possession of a fair sum of money there is bound to be disturbance and knife play. If the Falkland could take them direct from Goose Green to Punta Arenas, they could be paid off at Goose Green and go straight on board, thus saving food and wages, and avoiding the question of boarding in Stanley. We could afford to pay the Falkland £5 per passage, and probably 10/- or £1 each to square the PSNC.

4. Pars. 13 and 25. You will have learned from my 496-6 that the charge per head for shipping sheep over the Port Howard Jetty was fixed at threepence some time ago. I understand that this rate has been in force for the last two years in connection with the export of live sheep per "Neuquen".

5. Par. 14. I am very glad indeed to learn that the Directors have decided to renew the leases of the Islands, and await their further decision on my despatch 494-2 as to the rentals to be charged.

6. Par. 21. We hope that you will get an early opportunity of supplying us with house coal - that ex Grimsland is not suitable for household use, and we are exchanging it for the Bryntafall coal belonging to Messrs Lowden & Comp. which is quite good for open grates. Would it not be possible to combine an order with Messrs Lowden and ship out say 500 tons of that coal for joint use, namely, Falkland, Samson, Plym, and for sale as house coal as well?

7. Par. 22. I am glad to report that the first lighter, christened the "Swan", was successfully launched on the 11th instant. The carpenters are now fitting the rubbing strake, mast and derrick. A second rubbing strake, about 2 feet lower

488 Par Orissa (14.9.15)

3.

would be a very useful protection, but this could be added later; we might try this when riveting up the second lighter, which will be called the "Teal", provided that it does not delay the riveters, and cause them to miss a homeward mail. Parker expects to complete the second in 7 or 8 weeks.

3. Par. 24. The appointment of Dr Henry as Medical Officer for the West Falklands Medical Association is noted; Mr Inxton, the Secretary, was in Stanley and has been informed.

5. Par. 26. Your remark that "the statement that the goods (plough etc. for Darwin) were addressed to Mr Miller was 'pure imagination' should have been applied to the suppliers not to us, for it is an incontestable fact that they were marked 'Blake, Hill Cove', not 'HCO, Darwin'. The numbers corresponded with those in use for Mr Blake's shipment by the same steamer, and those cases were placed with all the rest of the cases for Hill Cove, and despatched there by the first opportunity. When Mr Miller discovered the mistake he returned them, and they arrived back here at the end of April.

10. Par. 27. The reasons for not sending out a large quantity of timber to Darwin are various; First and foremost I knew that Mr Allan had no carpenters there to go on with a lot of new construction, and that those he had were fully occupied in finishing off the buildings lately erected, and in doing other work in the settlement. Secondly, with all those heavy outward cargoes to deal with, the navvies here were occupied here fully for months in dealing with them, and for reason No 1 it was not worth while to delay this in order to get a quantity of wood landed from the Lady Elizabeth to be sawn to the required sizes. Thirdly, the price of wool was so good that all the farmers were crying out to get this lifted, and it must be remembered that at that time I had no reason to think that it would not be shipped away as regularly as usual. If Mr Allan had had a number of carpenters waiting for material, we would of course have made time to

20 Dec 1917 (14.9.17)

to get it out to him, but as he would not have been able to make immediate use of it then, was it worth while to delay other work in Stanley and to divert the Falkland from wool collecting to send him out timber that would only have lain unused.

11. At the request of Mr W. Carpenter I have attended to the valuation of estate and re-sealing of Probate of Will of the late S. P. Mailon. In valuing the half share of West Fox Bay wool has been estimated at 1/- per lb. and sheepskins at 5/- each, and I have a letter from the Registrar stating that the Court will require the production of the actual account sales of produce. Presumably, if the produce realises more than the valuation, duty will be demanded on the excess, but it appears to me that if when the produce is sold, the value is much higher than in March last, when Mr Mailon died, it would not be quite equitable to demand duty on that basis..

I should be glad therefore if you could obtain a certificate from the Brokers estimating what the wool and sheepskins would have realised on March 18th last. The valuation of an estate here, interviews with the Registrar and writing of letters takes up a considerable time - if done by a solicitor the cost would be considerable, and I should be glad to have the opinion of the Directors as to making a charge of, say, £10.0.0 for this on behalf of the Company. I have referred to this in my letter to Mr Carpenter; if you decide to make a charge, possibly it would be as well to recover it through him, as he could then include the items in his account of costs to the Executors.

12. In discharging the plates for the new lighters from the Freshfield, one was accidentally lost overboard - this was replaced by us, and had to be cut to size and rivet holes punched. I enclose a certificate from the Master of the Freshfield with request for new plate to enable you to recover from the underwriters - the total is £10.10.0.

13. I received on the 9th instant a telegram from Valparaiso

430 J. M. C. (1-9-10)

S.

asking how much wool we would have by the last week in September, as it was just possible that they might be able to arrange for the Regatta to call southward home via the Panama Canal, and replied the same night that we have 1500 bales. Up to the present of writing we have no further news of this.

14. Received on the 10th instant your telegram reporting that Mr. Thomas will come out in the Oriskany as Clerk in this office.

15. We have not yet been able to get all the wool up from the lower part of the Great Britain and tally what we have on hand. On the vessel decks we now have all the tailow, hides, skins and bones in readiness for loading the "help", but this has been delayed, and until all this is out of the way we cannot get the wool up for tallying. The Wireless people put some kind of coal on the ship which has to be discharged and her boiler requires bunking, so that the loading is somewhat delayed.

16. I enclose a letter from Captain Thomas applying for an increase of salary on the grounds of long service and the increased cost of living here. It is perfectly true that he has run the Oriskany and the ship here without any accident, and that during the time the bulk and lighters have been under his charge we have had no serious mishap. During the earlier part of his term of service he had some numerous salvages, but these are probably now a thing of the past. I leave the matter entirely in the hands of the Directors.

17. I have seen Lieut. Crawford as to a receipt for the cargo of Isabella, and am informed that no bills of lading were signed, nor was any manifest sent to him. He reported to the Admiralty that the cargo had been all delivered, and I understood gave the Captain some note to that effect. I now enclose a certificate from him stating that all cargo shipped by the Government in the Isabella was duly delivered to him or to his order.

I am,

Sir,

Your obedient servant,

ENCLOSURES

Duplicate. (Originals per "Freshfield", 1st September 1918).
 Despatch No 499,
 Statement on Accounts,
 Remarks on Accounts,
 Mr. Williams' letter to Secretary, Aug. 14th,
 Notes on shipment per Freshfield,
 Specification and bills of lading per Freshfield,
 Memorandum, 1st September.

ORIGINALS.

1. Cash Book for July,
 2. Journal for July,
 3. Cash Voucher, West Store,
 4. Store Invents No 504,
 5. Landing materials and Expenses returns,
 6. Coasting Insurance,
 7. Telegram recorders,
 8. S.S. Falkland- Manifest for voy. 188,
 9. Remarks on Accounts,
 10. Statement on Accounts,
 11. Shipping List,
 12. Stamps for Mr Schwarz,
 13. Claim for plate lost per "Freshfield",
 14. Copy of letter to W. Carpenter & Sons, 14th September,
 15. Copy of corres. with Colonial Secretary re Darwin Church,
 16. do. do. re importation of Gin under prod,
 17. Captain Thomas's letter to the Directors,
 18. Copy of letter to E. Pinto Basto & Co.,
 19. Specifications:-
- | | Wool. | Skins. | Hides. | Tallow. |
|-----|-------|--------|--------|---------|
| DM | | | 73 | |
| WC | | | 57 | |
| W | | 14 | | |
| H&S | | | | 6 |
| W | | | | 15 |
| WP | | | | 20 |
| W | | | | 32 |
| SI | 29 | 13 | 11 | 13 |
| SP | 140 | 8 | 12 | 4 |
| SP | 156 | 6 | 17 | |

ORONSA

October 11th,

15

500

Sir,

I wrote last per Orissa which left on September 15th, and received on the 4th instant your despatch 1154 per Oriana which arrived 5 days late, thus outtailing considerably our time for answering.

2. 1154/4. We have at different times tried a man from the navy gang for tallying, but there is no one here of that class suitable. As it is impossible to send a man from home we can only go on as we are until the war is over, and then raise the question again.

3. Par.5. Dr Henry and his sister selected furniture here and left at once in the Falkland for Fox Bay.

4. Par.8. When the wireless installation is approaching completion we will see if there is a man suitable for the Samson willing to remain - until then we must just carry on as best we can, for no one could be spared from the wireless at present, in fact they are employing as many local men as they can get hold of.

5. Par.10. I sincerely hope that the draft for £241.1.3 representing disbursements on account of the Bangor or Seattle has been paid.

6. Par.11. I trust that the telegram reporting cargo shipped by the KEMP reached home in good time. As regards the loading you will have seen from my last despatch that a quantity of coal, some 30 tons I believe, had been placed on board as ballast; all this had to be discharged before we could commence loading, and owing to the amount of work on

The Secretary,

LONDON

(500. Oct 11, 1915)

2

hand generally there was some delay getting this out; we gave assistance at the finish. Then a lot of small repairs were required, and these were done as far as possible whilst loading was proceeding in order to save time. In writing to Messrs Fisher, Alimonda & Co. Ltd explanations of the work were given, otherwise they might have regarded the cost as excessive. Captain Hanley demurred to putting hides in the lazaret, and it is fortunate that he did so, for we should then have had a fair amount of space unoccupied in the hold. As it was, we had to send you 142 cases of mutton which we had thought of retaining for sale here. These contain tins of which the weight is somewhat doubtful. Our best chance of disposing of tinned mutton here would be the whalers, but I doubt if they will purchase much; as the price of meat is so good at home it is better to send it and realise as quickly as possible. The Kelp was not really full when she left but was rather down by the stern, and it was just as well that we did not have another 50 bales of sheepskins to fill her completely, for she would then have trimmed so much by the stern as to impede her sailing badly. Our calculations were upset by the Freshfield carrying quite 200 bales in excess of our anticipation, based on the Captain's estimate.

We happened to have just enough forms of Bills of Lading used years ago for shipments by sailer, and utilised these for the Kelp. Would you send us a supply of forms suitable for use in a similar case? we may never want them again, but if a case did arise and we had no forms, we should be awkwardly situated.

7. Par. 12. We have raised the carpenters' wages from 1/- to 1/1½ per hour, this increase being in the same proportion as that given to the navvies who were raised from 8d. to 9d. I took the opportunity of telling the men that the payment of 3 dollars, or 12/6, per day for working on local vessels must now be discontinued, and that the new rate will apply all round except for ships putting in for repairs - there is

(500. Oct. 11, 1915)

3

little probability of much of this, and the men are very reluctant to forego the increased rate. Overtime wages will be 1/3 per hour, but it is rare that we keep carpenters working after the usual hours.

8. Par. 15. I shall have a further opportunity of talking over the question of purchasing sheep with Mr Allan on his return from Punta Arenas by this mail, but we are likely to be confronted by competitors. Mr Barr, who is Swift's Manager at Gallegos and San Julian, came over from Punta Arenas and has been all round the West Falkland. So far as I know he has not made any offers yet - when talking with him I said that everything depended upon his price, but he replied that he wished to see the sheep first. As regards transport they have a steamer capable of carrying 2500 at a time which ships sheep from Tierra del Fuego to the mainland, and Mr Barr stated that if any considerable business eventuated with the Falkland Islands they would charter a vessel specially. I said that the only vessel available down this way seemed to be the Neuquen, but Swifts may have better opportunities of chartering than Buzzi or Roy.

Under these circumstances we do not know whether to proceed with the fitting out of the Falkland and building of jetty at Brenton Loch or not - a good deal depends upon whether you secure Waldron's sheep as their surplus is larger than from any other station on the West.

9. Par. 16. Parkes expects to have the second lighter in the water by the end of this month.

10. Pars 17 & 18. On the question of the accident to the hulk J.P. Smith I am bound to say at the outset that to blame Captain Thomas would be quite unjust. At the time I reported the accident we could only surmise that the leak was at the timber ports, but when she was floated we found the hole in the bow caused by the anchor - for all we know this may have occurred only a day or two previously. You ask if Captain Thomas had drawn my attention to this hulk,

(500. Oct. 11, 1915)

4

and add that this confirms the feeling that he does not render the assistance that he should, or in other words that he has neglected his duty -- he is everlastingly calling my attention to this and the other hulks as well, and I know full well that repairs are wanted. I also know that had he been in Stanley he would have been watching this hulk like a cat and that when he found her making water, would have had her pumped. At that time the labourers were attending to the discharge of the Falkland and loading, also cleaning the lighters for the mail steamer, which was actually in harbour the morning that we grounded the hulk. It is a singular thing that the only other accident involving loss that has occurred during Captain Thomas's time was the mishap to the Rosa Baker in 1904 when he was at Montevideo with the Fortuna (vide London despatches to 979/4). We have been remarkably free from accidents or regrettable incidents, and really you cannot expect never to have a mishap to floating property in this boisterous place.

The matter of keeping hulks etc in thorough repair is dominated entirely by the question of labour -- for the past year I have frequently had to write that we were hard pressed -- heavy outward cargoes, the drain of men from Stanley to the camp, extra help required for the Store and Butchery owing to the large influx of working men here, loading and assisting on the Falkland, and on top of all having to assist the wireless work. We have had to run the Plym continuously, and are now confronted with a demand for 2500 tons of sand. It may be said that this refers solely to labourers and that carpenters would also be wanted for repairing hulks -- caulking etc repairs can only be done during summer months, and last summer we did what we could in that way, but the Government work took up most of the time (this had to be done and it certainly saved the wireless station). During the winter months they have been repairing boats, wool boxes and sundry buildings, and have also done several jobs on the lighters which have required constant attention after knocking about in the hands of inexperienced men alongside the Ismailia Freshfield and the camber jetty.

(500. Oct 11, 1915.)

5

I have felt at times that I should quite weary the Directors with such iteration as to pressure of work and feared that it might be construed into complaining or even degenerating into a whine, but these reports should have prepared them for arrears of necessary work on our floating and other property.

A report can be sent each year on the condition of the hulks etc, and I note that if not in thorough repair an explanation will be required of the reason - such reason can only be that we have not the staff of men available. The Directors may rest assured that necessary work does not remain undone through negligence - if we cannot cope with all, we attend to what in our judgment is the most pressing, but some must be postponed.

Reports on machinery will mean sending Mills to North Arm and Walker Creek; seeing that you are not able to send a man for the Samson it may be awkward to send him from Stanley for any length of time.

With reference to your remark that the Board "is concerned on account of the great loss which will be entailed by reason of the deterioration of the coal following upon its immersion in the sea" I am glad to be able to completely reassure the Directors. The J.P. Smith had on board coal ex Josephina and Brynkinalt imported by us - the Falkland has already taken a considerable quantity of the former, the Engineer preferring it, and we are selling the Brynkinalt as house coal at the usual price without receiving any complaint whatever.

11. Par. 21. I am obliged to you for the explanation of the discrepancies in last year's outturn of produce, and will inform Messrs Williams & Company of Weddell Island that their produce turned out correctly according to the specification and Bills of Lading.

12. Par. 22. We were glad to receive your cable announcing that Mr Gresham will leave by the Orissa - the house lately occupied by Mr Girling will be put in readiness for him.

13. I enclose a copy of correspondence with the Colonial Secretary on the question of the strip of land acquired by the

(500. Oct. 11, 1915)

§ 6

Government for continuation of Hebe Street, which was referred to in your despatch 1137/18. The Colonial Secretary asked me to execute the transfer to the Government, but I informed him that my Power of Attorney did not authorise this, and that it would be necessary for the deed to bear the seal of the Company and be signed in London.

14. A detailed statement shewing the produce of each station for 1915 and the shipment of the same is sent herewith to enable you to clear up discrepancies in the Bills of Lading per Freshfield and subsequent vessels. Attached is an explanatory note, and we hope to hear that all has turned out correctly.

15. We are sending by this opportunity the effects of the 3 Volunteers from Somerset who were drowned. The cases have been addressed to Mr Blake, Martock Station as directed.

16. Up to September 30th we had advanced to Lt Crawford on behalf of the Admiralty \$7074 - seeing that you had not received any of this back up to the departure of the Oriana Lt Crawford has cabled to the Admiralty notifying them of the amount due.

17. Since writing the foregoing the Falkland has returned from the West, and I enclose extracts from letters from the Managers of Hill Cove and Chartres stations on the subject of their surplus sheep. We know that Port Stephens has for the past year or so purchased a fair number of sheep to keep their stock up.

18. I regret to say that there has been a serious illness going round the Colony for some time past - the Doctors state that it has all the symptoms of beri-beri, but apparently they hesitate to definitely pronounce it as such. Two men have died and several are still down, at San Carlos, Teal Inlet, Darwin Harbour, North Arm, Hill Cove and Port Stephens. Mr G.J. Felton has been ill, came to Stanley and got better, returned to Teal Inlet and is bad again; Aldridge in Stanley has also been similarly attacked. Dr Wace who has had considerable experience of beri-beri in Australia has investigated it as far as he can, and can only attribute it to flour. The bulk of the flour that we have sold for months

(500. Oct, 11th 1915)

7.

past is the 1,000 bags of Millenium ex Bogota - you will see from the enclosed extracts from correspondence with the PSNC that some of this arrived in a damaged state, about 134 bags. So far as we could we picked out all that seemed in any way damaged, had some sifted and re-bagged, and had no complaints to speak of. Since this serious outbreak we have discontinued selling the balance on hand both in Stanley and Darwin. The bakers have used this flour for some years, and it has been so generally liked that we specially asked you to send this brand. When Port Stephens ran out of flour we sent them some Millenium, and this was liked so much that the same kind was ordered for their annual station stores - if the cause of the illness there is the flour it arises from their own importation, not from any supplied by us. This would indicate that the mischief is not dampness but something inherent in the flour itself. The whole thing is mystifying, and it is fortunate that we took over 500 odd bags from the Naval people. We must indent for flour again by this mail; seeing that the Millenium brand is under suspicion, please select some other. Mr Houston says that most of the flour he handled was packed in barrels - you will recollect that some years ago we had a lot out in this way, but the extra cost of for barrels was so much, the damage during transit so great, and the freight so high that we resumed getting it in bags. We can only leave it to you to do the best possible in the matter - people here rely upon us in the main to keep a supply of flour and it is important that the quality should be unquestioned. Mr Robertson has sent in some samples to be examined and tested, and we think it as well to send with it a bag out of our own shipment intact for a test to be made.

I enclose a copy of letter from Dr Wace on the subject of this outbreak which has just arrived from Darwin Harbour.

I am,

Sir,

Your obedient servant,

ENCLOSURES.

Duplicates. (Originals per Orissa, September 15th 1915.)

Despatch No. 499
Journal and Cash Book for July
Store Indents No. 504
Remarks on Stores,
Canning. Return of materials and expenses.
Coasting Insurances
Remarks on accounts
Statement on Accounts
Specification and B/Ls per Orissa.
Copy of letter to Secretary, Sept. 15th.

ORIGINALS.

1. Cash Book for August,
2. Journal for August,
3. Store Cash Voucher,
4. Specifications and Bills of Lading per "Kelp"
5. ditto. "Bogota".
6. Kelp. Copy of account, with letter of advice,
7. Return of Produce, 1915, with memorandum.
8. "Falkland". Account for September quarter, with dupl. for H.O.
9. do. Manifests, vols. 19, 20 and 21.
10. Salvesen & Co's account to June 30th, with duplicate for H.O.
11. Coasting Insurances,
12. Copy corres. with PSNC re Flour,
13. ditto. Col. Secretary re Land,
14. ditto. ditto. re Salvesen's claim,
15. Copy letter to Gibbs & Co, October 4th,
16. Copies of telegrams received and despatched,
17. Camp Wages return for September quarter,
18. Consular protest, Orita, with claim,
19. Copy letter from Dr. Wace, October 9th,
20. Copies of Admiral's despatch,
21. Returns of Imports, Exports and Shipping, 1914.
22. Shipping Report,
23. Specifications:-

	Wool.	Skins.	Hides.
JH	9		50
F	3		

McG

25

165

2 4. Extracts from letters from Managers, Hill Cove and Chartres.

Despatch No. 500, October 11th, 1915.

PRECIS OF SUBJECTS.

1. Acknowledges despatch.
2. Tallying. Labourer found unsuitable.
3. Dr Henry. Left for West Falkland .
4. Samson. Will try to get man from wireless later.
5. Praft - Bangor or Seattle. Trusts same will be paid.
6. Shipment per KEMP. Remarks upon.
7. Carpenters' wages. Reports increase of
8. Live sheep. Reports visit of Swift's Manager
9. Steel lighters. Second will be launched end of October.
10. J.P.Smith. Remarks upon accident to.
11. Produce 1914. Acknowledges return of.
12. Mr Gresham. Acknowledges cable
13. Land acquired for road. Sends deed for execution.
14. Produce 1915. Sends return of, shewing shipments.
15. Effects of Volunteers drowned. Advises shipment of.
16. Advances on account of Admiralty. £7074 to Sept. 30th.
17. Live sheep. Extracts from letters from W.Falkland.
18. Outbreak of supposed beri-beri. Reports.

per Orissa (1.9.15)

BRIEF OF SUBJECTS.

1. Acknowledges despatch.
2. Inward cargo. Shipment per Freshfield and Pax (Kelp).
3. Dunning. As to passages per Falkland.
4. Shipping charges Port Howard.
5. Lease of Islands.
6. Coal. Suggests Brynkinait for either house or steam.
7. New lighters. Reports launching of one.
8. Medical Officer, West Falklands.
9. Agricultural implements for Darwin. Marked "Blake, Hill Cove".
10. Timber required at Darwin. Discusses reasons for delay in sending.
11. Late E. P. Hallion. As to charge for legal work.
12. Loss of plate ex Freshfield. Sends claim.
13. Balance of wool. Telegrams with PSN, Valparaiso.
14. Mr. Greenall. Notes appointment.
15. Cargo per Freshfield. Balance on hand not yet tallied.
16. Captain Thomas. Sends letter from.
17. Cargo ex Amalia. Sends certificate from Lieut. Crawford.

Despatches 497 Aug. 30th & 498 Sept 1st, 1915.

DETAILS OF SUBJECTS.

Despatch No. 497.

1. Cable communication. Reports completion of.
2. Freshfield. Loading completed.
3. Pz. Re-named "Kelly". Captain to arrive in Oronsa.
4. Italian. Will proceed to Punta Arenas in Oronsa.

Despatch No. 498.

1. Freshfield. Leaving for Montevideo to-day.
2. Claims for damaged cargo. Sends Consular Protest.
3. Mr Rover. Explains reasons for deprecating cargo.
4. Branding of wool bales. As to.
5. Freshfield. Notes on cargo.
6. Balance of cargo. Telegram sent to Valparaiso for space.

496 per Orita (17.8.15)

PRECIS OF SUBORDINATE

1. Acknowledges despatch.
2. Agents at Valparaiso. Will await letter from Messrs Gibbs.
3. Resolution at General Meeting. Appreciation.
4. Wool ex Orita. Acknowledges amended tally.
5. Purchase of Live Sheep. Discusses further.
6. Shipping Live Sheep at Port Howard. Charges threepence per head.
7. Live Sheep. Sends plan and estimate for fitting Falkland.
8. Hulls J.P. Smith. Reports re-floating of, without damage.
9. Public Houses. Asks for form of lease.
10. Revised Edition of Ordinances. Reports completion of.
11. Executive Council. Reports appointment.
12. Provisions. Reports purchase of naval stores and ex Freshfield.
13. Freight on Hay. Hill Cove. Discusses.
14. Financial position of the Colony. Reports meeting of Leg. Council.
15. Town Hall. Proposed to be utilised as Government Offices.
16. Mr Houston. Reports arrival.
17. Rev. M.L. Migone. Explains request for advance.
18. Stanley Office. Reports resignation of Mr B. Girling, and asks
19. that a successor may be selected.
20. S.S. "Manchester Civilian". Reports departure.
21. West Falkland Mail. Reports arrangement with Governor.
22. Freshfield and Pax. Waiting replies to telegrams.

495 per Oriana (20.7.15)

PRECIS OF SUBJECTS.

1. Acknowledges despatch.
2. Wool shipments. Further as to arrangements.
3. Homeward cargo per Freshfield. Probable trouble with underwriters
4. Supplies. Compares M.Video and Liverpool freights on.
5. Rates of wages. No increase necessary yet.
6. Sheep for Canning Factory. Discusses proposed accommodation
on "Falkland": reports certain W.F. farmers terms of sale: Egg
Harbour most suitable for unloading sheep.
7. Coal ex Josephina. Only 350 tons landed at Goose Green.
8. Goose Green Boiler. Inspection by Mills and Donald, report sent.
9. Grahamland (Josephina). Refers to settlement of accounts.
10. Lighter construction. Proceeding satisfactorily.
11. "Bangor (Seattle)". Reports sailing with officer & crew from
H.M.S. Macedonia, explains how accounts are dealt with.
12. Hulk "J.P. Smith". Reports having had to beach her after receiving
coal ex Josephina.
13. House Coal. Requests early shipment.
14. May. Mr Harding unable to reply this mailowing to illness.
15. F.I. Transport Co. Cannot reply to Lowden's letters for above
reason.

494 per Macedonia (6.7.15)

PRECIS OF SUBJECTS.

1. Date of last despatch.
2. Rental of Islands. Suggested basis for fixing.
3. J. Roy's purchases. Sheep only, no wool.
4. Vorwerk & Company. Sends corres.
5. Shipment of wool etc. Suggests sending a tally clerk.
6. W.F. Medical Assocn. As to Dr. Henry's appointment.
7. Assistant Blacksmith's wages. Requests increase in his pay.
8. S.S. "Ismailia's water. 20 odd tons short delivered.
9. Engineer for Goose Green. Challis unsuitable.
Driver for Samson. Asks for man to replace May.
10. "Grahamland (ex Josephina). Awaiting orders, Destination doubtful.
11. H.M.S. Macedonia. Arrived, re-shipped "Canopus's guns, lifted mines.
12. "Freshfield unloading. Expedited by Capt. Evans. Half lighter plates landed.
13. Wool Shipments. Possibility of shipping per Freshfield. Some space reserved in the Potosi.
14. Sailing vessel "Pax". Cannot send her dimensions etc yet.
15. Seattle (ex Bangor). Will probably proceed to Sierra Leone.
16. H.M.S. Glasgow Canteen Stores. Being sent per Macedonia.

493 per Ortega (24.6.15)

PRECIS OF SUBJECTS.

1. Acknowledges despatches,
2. Produce for shipment. Discusses position.
3. "Neuquen". Reports movements of.
4. Coal ex "Josephina". Discharged at Goose Green only 350 tons.
5. Volunteers. Sends copy letter to Government.
6. Otranto. Account of supplies to, with draft.
7. Bonus. Conveys appreciation, will send list.
8. Falkland. Remarks on prices charged.
9. Woolsheds. Mr Allan will visit coast later.
10. J.B. Luchtenborg. Still on Sea Lions.
11. Doctors. Reports departure of Drs. Pearce and Turner, and arrival
of Dr. Craddock.
12. Chilians for Canning (Works). As passengers ^{to} by the Falkland.
13. G. Nicholls. Went to Darwin by first opportunity.
14. Transport of Sheep. Question of fitting out Falkland.
15. Leasing of Islands. Sends special memorandum.
16. Destruction of Offal. As to legislation.
17. Rifle Clubs. Question of gun licenses.
18. PSNC freight Contract. Acknowledges corres.
19. Mutton short ex Sorata. Refers to corres. with PSNC in January.
20. Motorboat purchase. Particulars of.
21. Guano. Sends copy corres. with Van Gelder.
22. Houlder Bros. Sends copy letters from them.
23. Vorwerk & Co. Remark on accounts overlooked.
24. Executive Council. Reports conversation with Governor.
25. Direct shipments for out-stations. Discusses.
26. Outward cargoes. Difficulty of dealing with.
27. Late W. Shire. Sends copy account.
28. House Coal. Urgently wanted.
29. Steel Lighters. Unable to get at plates ex Freshfield.
30. Naval Prize, "Pax". Reports arrival of.

491 p. (1915). (4.5.15.)

IN REPLY TO URGENT

1. Griggs. Report on trial on 1st instant.
2. G. No. Explain necessity for sub going.
3. Bulkin and South Georgia. Copy letter to Boardman's last explanation.
4. Lillie Sharp. "Madman" reports about Feb M. Y.
5. Canning. Report progress.
6. Stearns to L. Birch and Dr. Josephine.
7. Wheeler. Section. Further progress.
8. S. "B" report. Trial postponed till 1st 1st of next Go. since.
9. Shipment of coal. Report.

90 per Orito (26.4.15)

PRECIS OF SUBJECTS

1. Acknowledges despatch,
2. Steel Lighters. Arrangements noted.
3. Wool Shipments. No reply from Valparaiso.
4. Wool Prices. Acknowledges information.
5. Steam Coal. Reports cable from Josephine.
6. Supplies from Chile. As to sugar.
7. Motorboat and motorboat. Reports paid for.
8. Sheep steamer. Not yet decided.
9. Outward cargo. Arrangements for taking liability.
10. Admiralty Wireless. Reports of accident with the men.

487 New Orleans (29.8.18)

BRIEF OF SUBJECTS.

1. Acknowledge dispatch.
2. Transport Company. Account.
3. Telegram from Stanley August 8th. Explanation.
4. Clothing Wages 1914. Further details.
5. South Fetherton man deceased. Effects will be sent.
6. Bill of (Shropshire) lost near "Great Britain." No. 56 or 57.
7. Mr. H. W. Mason. Letter for Pagling by this mail.
8. Mr. H. W. Mason's Debit. Reduced to £64.
9. Admiralty Wireless Station. Disruption.
10. New Buildings at Darnley. Cost charged as directed.
11. Shipping of Profits home. As to.
12. George Green Tallow 1914. Send original specification.
13. S. N. Banger. Reports capture as prize of war.
14. Co. 2 of Josephine. Acknowledge information.
15. Sinking of Dresden. Report on Volunteers.
16. Government Officials. Reports movements of.
17. Wool per Corporation. Explain shipment of JLV and JB marks.
18. Admiralty Collies. Reports movements of.
19. Report of Lady Mary. Copies of telegrams.

465 1 0 1007.50 (46.340)

AREA OF SUBJECT

1. B. Jones and Robert. High temperature.
2. Soap taken in laboratory. Expressing appreciation of approval.
3. Mr. McDonald's account. Probably up to \$1000 end of 1914.
4. Harry Dundy. Captain Peole aware of condition.
5. Wm. F. Leland Doctor. Reports movements of Dr. Sissons.
6. Mr. J.B. Richardson. Quotes letter from London.
7. Elliot Paine. Acknowledges news of further donation, \$1000.
8. Mr. Sissons. Reports arrival.
9. Re-mortgaging of mortgages. Conveys views of Registrar.
10. Henry Smith & Sons' mortgage. Notice of repayment, \$1000.
11. C.W. Manning Esq. Reports loss of "Guvernoren" by fire.
12. S.S. Crown of Arragon. Sends copy of letter to Paris.
13. Shipping Prospects. Details reports return of Mr. Weiss.
14. Bogota. Reports arrival and departure.
15. S.S. S. M. ... sent to Des Moines Dist.
16. Corrovalto. Reports arrival to load wool.
17. Colonel Secretary. Governor. Arrivals and departure.
18. Governor Alvarado. Will leave per Cronos, March 1st.
19. Pri. of Wool. Acknowledges telegram.
20. H.M. Ship. Reports departure.
21. ... Corrovalto. Sends documents.

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484 per Origin (4.2.15)

BRIEF OF SUBJECTS.

1. Acknowledges despatch.
 2. S.S. "Bogota". News of her arrival very welcome.
 3. Insurance against war risk. Notes taken out policy.
 4. Port Stephens Wool. Mr Dean's wishes anticipated.
 5. Corres. with P.M.C. Sends copy of further.
 6. Messrs Salvesen & Co. Refutes Mr T. Salvesen's insinuations.
 7. Geo. Bonner & Co. Ltd. Will consult registrar as to reconveyance.
 8. Timber. Ex ~~xxxxx~~ increase of prices at home noted.
 9. Valuedears. Explains present position.
 10. Motor Barge. Information passed on to Mr Allen.
 11. H.M. Ships. Reports movements of.
 12. H.M.S. Stranto. Encloses corres. with Captain Edwardes.
- Copy of above sent to Mr. Allen.*

483 per Orissa (2.2.15)

1. Records last despatch.
2. Wool shipments. Records telegraphic communication with Valpo.
3. War Score. Reports, on January 16th.
4. Wireless Station. Reports intention of Admiralty to erect
5. Flour damaged per S.S. "Elkiland". Send documents.
6. Live Sheep. No news of Buzzzi; Weiss in Montevideo.
7. H.M Ships. Reports movements of.
8. S.S. "Josephine". Reports capture, and condemnation.
9. Stanley Cash Balance. Explains.
10. Mails. Records telegraphic communications with Montevideo.
11. Stocktaking and Accounts. Discusses.

48/ 21. 1. 1. (21. 1. 14)

DETAILS OF SUBJECTS:

1. Records also despatch.
2. Surcharge on freight from Montevideo. As to refund.
3. National Debt Fund. Nearly £5,000.
4. Steel Lighters. Asks for plan of building ship
5. Surcharge on passage rates. Copy corres. with PSNC.
6. Stock of S-screw. As to reduction of.
7. Expenditure on Buildings. As to capitalising.
8. Coal shipments. Screen to call.
9. S.S. "P. Island". Movements of.
10. Messrs J. & F. Howard. Terms of their agency.
11. News from New Zealand, 11 landed live ex Green.
12. S.S. Ships. Reports movements of
- 13.

478 per "CROWN OF GALICIA" (6.12.14)

PRECIS OF SUBJECTS.

1. S.S. "Crown of Galicia", - reports despatch of mail by
 2. S.S. "Junin", - cargo delivered in good order
 3. West Falkland Doctor, - copies of letters from Dr. Siddon
 4. Mr. Richards, - refers to last despatch
 5. Arrival of "Junin", - explain reason for not replying to
telegram.
 6. Carling Wages in off-season, - sends Mr Allan's letter
 7. Drowning accident in Stanley, - reports
 8. Homeward Produce, - copy of letter to Valparaiso
 9. Progress of work in Stanley, - reports
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477 Per Orita (25.11.14)

PRECIS OF SUBJECTS.

1. Acknowledges despatches.
2. Engineer for Goose Green. Reports application from Byron.
3. Loss of Tallow at Hill Cove. None saved.
4. Through Rate on outward cargo. Further as to rates.
5. Rent of Great and Swan Islands. Reports adjustment.
6. Discrepancies in telegrams. Explains.
7. Debit Balance, Beaver Island. Communicated with Mr Waldron.
8. Harry Lundy. Condition of.
9. S.T. Samson. Reports charge for Fox Bay trip.
10. Price of Sheep for Canning. Note taken.
11. Steam Coal. Asks for payment to be made for 19 tons. to Navy.
12. Damage to cargo per PSN steamers. Sends notarial protests.
13. Fielding & Platt Oil Engine. Question of cylinder oil.
14. Weiss's Salary and Gratuity. Regrets error.
15. Water Supply for Stanley. Discusses.
16. Canning Wages, July to December. Mr Allan asked for details.
17. Steel Lighters. Suggests postponement of order for second.
18. Junin. Reports arrival.
19. L. Anderson. Returns testimonials.
20. Sheep for Canning. Increased price noted.
21. Volunteers & Defence of Stanley. Reports steps taken.
22. West Falkland Doctor. Sends corres. with W.F. Medical Assocn.
23. Marco Polo Salvage. Asks for Messrs Ince's apportionment.
24. Mr N.L. Adam. Reports engagement to assist in office and store.
25. S.S. Junin. Reports completion of discharge of cargo.
26. H.M.S. "Canopus". Reports return to Stanley & proceedings of.
27. S.S. Falkland. Reports movements of to date.
28. Shipping in Stanley. Reports.
29. Mr Richards. Reports arrival of.
30. Bad Weather. Reports bad effect on lambing.

472 per Orissa (10.9.14)

PRELIS OF SUBJECTS.

1. Acknowledges despatch
2. Buzzi & Co., Sends further corres.
3. Wool damaged. Acknowledges decision to charge 30/- a bale.
4. Fielding & Platt Oil Engine. Discusses running of.
5. F.H. Weiss. Acknowledges paragraph.
6. Captain Samum - Port Stephens Tallow. Replies to Mr Dean's lr.
7. Salvesen & Co., Further corres with.
8. Falkland, - Auxiliary Condesner. Sends memo. by Mills
9. Loss of Hill Cove Tallow. Sends protest.
10. Falkland Coal. Asks what charge to make for storing.
11. Freight from Montevideo. Reports charge at double tariff rates.
12. Canning Expenses, 1913/4. Sends statement.
13. Prince of Wales Relief Fund. Sends copy circular.
14. Foot and Mouth Disease at Punta Arenas. Mr Townson's report.
15. Fielding & Platt Oil Engine. Further.

Despatch No. 474 per Ordon (7.10.14.)

PRECIS OF SUBJECTS.

1. Acknowledges despatch No. 1135.
2. P. 1. Transport company - sends transfer form - Greenhills.
3. Corbin, - arrival. Twelve cases of luggage returned.
4. Passenger fares P.S.N.C. - copy of letter from Port. Gen.
5. Loading returns, - unable to send this mail.
6. Claims for damaged cargo, - sends Consular Protection.
7. Board - reports in future.
8. Copy of 2. Admin copy of specification of Bills of Lading.

474 per Ordon (7.10.14.)

PRECIS OF SUBJECTS.

1. Records last despatch.
2. Unofficial Member of Legislating Council - discusses.
3. Outward cargo, S.S. "Falkland" - refers to cost.
4. Passenger fares P.S.N.C. - copy letter from West Coast Manager.
5. Outward Mails and stores.
6. Colliers and H.M. Ships - reports arrival of colliers & news of
H.M. Ships.
7. S.S. "Remuera" - mail to be despatched by.

per Oriana (12.8.14)

PRECIS OF SUBJECTS

1. Records despatch per Junih.
2. Smith & Whitaker (H.M.S. "Glasgow"). Returns letters.
3. Home for Mrs Hansen. Transmits Application.
4. ~~RECEIVED~~ Mr H. Waldron. Reports purchase of Beaver.
5. Accounts Current. Advises.
6. Motor Boat. Reports going in good order.
7. Volunteers. Called out for active service.
8. Bogota. Reports arrival.
9. Sorata. Will ship all produce by her.

489 per Junin, (24.7.24.)

BRIEF SUMMARY OF SUBJECTS

1. Acknowledges despatch 1134.
 2. Provisional Certificate to Capt. Saagum - sends copy.
 3. Messrs Buzze's Account - sends estimate of balance.
 4. Whaling Companies - as to advances to.
 5. Suggested through rate on outward cargo - discusses.
 6. Price of timber - explains.
 7. Changes ⁱⁿ the Directorate - acknowledges despatch.
 8. S.S. Junin - sends copies of telegrams.
 9. S.S. Falkland - reports movements of.
-

CGS per Orizana, (20.7.14)

BREVIS OF SUBJECTS.

1. Records last despatch.
2. W.F. Mail Service. Submits draft contract.
3. Land to South of Hebe Street. Acquisition for public road.
4. Foot and Mouth Disease. Suspicious cases at Punta Arenas.
5. Hill Cove Tallow. Reports loss to be 12 instead of 13.
6. S.S. "Falkland". Movements of.
7. Bonus, 1913. Sends list.
8. Canning Account. Will be sent next mail.

467 per Grossa. (6.7.14.)

PRECIS OF SUBJECTS.

1. Acknowledges Despatch and Letter.
2. Messrs Sward & Company - Financial arrangements.
3. Lady Elizabeth Wood - Selling price.
4. Transport Company - Sends transfer signed by Mr Luxton.
5. Foreman Carpenter - Wages fixed at £210.
6. Engineer at Goose Green - Discussed question further.
7. Wool "Yellow damaged" - discusses.
8. New PSNY Itinerary - Effect on West Falkland Mail.
9. Salvage - Notes form supplied by Mr Ince.
10. Fencing Material - Sends return of Stock and Sales.
11. Bonus - Expresses appreciation.
12. S.S. "Falkland".
13. Messrs Smith & Sons' Mortgage - Notice to pay off £500, Dec. 31st.
14. Outward Cargo steamer - sends Indent.
15. S.S. "Mermion" - reports call for bunker coal.
16. Homeward Produce - Sorata to call August 10th.
17. S.S. "Falkland" - reports bad weather and damage.

400 per Oropesa, (8.6.14.)

PRECDS OF SUBJECTS.

1. Acknowledges despatch.
 2. Freight Contracts - will complete.
 3. West Falkland Mail Contract - replies to remark.
 4. Freight contract with PSNC - further as to amount of outward cargo.
 5. Marco Polo salvage - acknowledges news.
 6. Buxxi & Company - sends copy account to end of May.
 7. Homeward cargo - all cleared by "Huanchaco".
 8. Damaged wool - suggests fixed price per bale for re-conditioning
 9. Stoker and Marine of MMS Glasgow = reports having written to ascertain sharacters.
 10. "Waimate" = reported action.
 11. Fielding Oil engine - sends memo by Mills.
 12. Mr Weiss - reports illness of.
- Canning Returns - encloses.
-

464 per Orissa (11.5.14)

PRECIS OF SUBJECTS.

1. Acknowledges despatch; reports Mr. Harding's absence
2. Cargo steamers outward,- "Falkland's" stock of coal exhausted
3. Master of S.S. Falkland,- explains why no protest was made against refusal to sign on Capt. Saanum.
4. Discrepancies in shipments,- believe our figures correct.
5. Shipment of Meat,- acknowledges instructions as to
6. Buzzi & Co. - reports delay and inconvenience owing to present financial arrangements.
- 6A 7. Ox Tongues,- considers a ready sale for these in Stanley; propose to retain a dozen cases from G. Green
7. Whaling Companies' balances,- encloses accounts for collection
8. Mr. Allardyce,- reports return last mail
9. J.L.W. wool,- four bales lost by swamping of boat at Port Howard
10. S.S. Esmeraldas,- said to be coming to Stanley in July to lift the mails.
11. Sawing Plant,- erected and in working order
12. Chilian labourers,- sent back to Punta Arenas by Oropesa
13. Nicholls, - is returning by this mail boat. Suggests sending some match lining for sale
14. S.S. Duendes,- arrived on the 8th and will load most of cargo on hand
15. Private code telegram,- received with one letter wrong
16. S.S. "Ruahine",- expected to call at Stanley in November.

463
453 per Oriana. (15.4.14.)

PRECIS OF SUBJECTS.

1. Acknowledges Despatch.
 2. Shipments of live sheep - reports visit of Mr Buzzi Junr.
 3. Captain Seannum. Passages home and rent.
 4. Repairs of Samson. Acknowledges remarks.
 5. Wireless telegram. Proposes to write to Postmaster.
 6. Collection of Produce by Samson and hulks. Good return freight.
 7. Mr Moir's passages. Conveys his appreciation.
 8. W.F. Mail Contract. Sends copy corres. bet. C. Sec. & Salvesen.
 9. Glanogwen - steel lighter. Sends memo. and plan of letter.
 10. Lady Elizabeth wood. Quantity will be landed.
 11. Transport Company. Applications from Greenshields and Luxton.
 12. Wages of Foreman Carpenter. Discusses.
 13. Captain Dickson. Reports departure for South Georgia.
 14. Engineer for Goose Green. Discusses.
 15. Stanley Telephone. Col. Engineer to draw up memorandum.
 16. Insurances on Company's property. Revision of.
 17. Leave of absence. Expresses thanks for.
-

431 per Gronsa (16.3.14)

PRECIS OF SUBJECTS

1. Acknowledges despatch.
 2. S.S. Falkland. Stevedoring. Will average out the cost.
 3. Oil for Oil Engine. Asks for 50 casks "Royal Daylight".
 4. Coding of Telegrams. Secrecy.
 5. Mrs Nilsson. £300 will be paid.
 6. Freight Contracts. Sends further -
 7. W.F. Mail Service. As to contract.
 8. Navy Point. Capt. Dickson has had no reply from the C.O.
 9. Space in homeward cargo steamers. Further corres.
 10. Fire Insurance. Will be attended to later.
 11. Foreman Carpenter. Thinks £200 would be fair salary.
 12. Lighters. Will send specification for steel lighter.
 13. H.M.S. "Glasgow". Reports departure and sends draft £430. 7 7.
 14. Weddell Island. Firm to be called "Williams & Company".
 15. Captain Dickson. Returned to Stanley by last mail.
 16. Smithy Boiler and Sawing Plant. Reports progress.
 17. Proposed contract with PSNC. Remarks on.
 18. Canning. Reports Weiss left for Punta Arenas.
 19. Marco Polo Salvage. Sends papers.
 20. S.S. "Falkland". Remarks upon.
 21. (Paragraph slipped.)
 22. Accounts Current. Sends copies.
 23. Price of Wool. Copy of telegram sent to clients.
 24. Buzzi & Company. Reports movements of "Neuquen".
 25. S.S. "Flamenco". Reports shipment by.
- P.S. Acknowledges telegram advising further credit of £5000.

DESPATCH NO. 459 per OROFMSA.

RECORDS OF SUBJECTS.

1. Acknowledges Despatch.
2. "Marco Polo" - Salvage. Will send papers required by Mr Ince.
3. Stand-by Schooners - Discussed.
4. Mr Crespo - Agreement will be renewed.
5. Retail Trading - Question of cash system.
6. Skjold's Account - Expresses satisfaction.
7. Homeward Produce - Arrangements for carrying.
8. Tallow - Will endeavour to ascertain value in Buenos Aires.
9. Port Howard Produce - Explains non-shipment of tallow.
10. Order for outward cargo boat - Stock of Stores very heavy.
11. Stanley Telephone - Copy letter to Administrator.
12. Homeward Freight Contract - Sends copy Circular.
13. H.M.S. "Glasgow" - Reports visit of.
14. Wool for April Sales - "Flamenco" to call March 10th.
15. Inventory of "Lady Elizabeth" - Encloses.
16. Smithy Boiler - Reports progress.
17. Sawing Plant - Reports progress.
18. North Arm Plant - Erection must be delayed.
19. S.S. "Falkland" - Reports arrival.

DESPATCH NO. 056 PER ORISSA.

PRECIS OF SUBJECTS.

1. Acknowledges despatch. No Supplementary Mail.
2. Wages - Remarks as to; Camp men and Carpenters.
3. Postal Work, Darwin - Further.
4. Samson - Sends Memo as to Crank shaft.
5. Wool Shipments 1913 - discrepancies in.
6. Messrs Buzzi & Company - Reports arrangements.
7. Captain Saemum - Explains discussion re wages.
8. Strandings of Garland - Gives details.
9. Iron hooping of Goose Green produce cases - Further.
10. Half yearly Accounts - Question of charging interest.
11. Robson's Fitzroy Station - decision noted.
12. Lighters - Question of composite lighter.
13. Lady Elizabeth Inventory - very poor.
14. Repairs to Samson - sends accounts.
15. Messrs M.A. Smith & Sons - notice to repay £1000 on June 30th.
16. Telegrams - All arrived by Mail. ? Intend^d for wireless.
17. Wool collection - Reports movements of Samson, hulk and Gwendolin.
18. Captain Dickson - probable visit to South Georgia.
19. Bale of Wool, Baillon & Stickney - Still at Fox Bay.
20. Transport Company - Messrs Smith & Sons will contract.
21. Non-arrival of part West Falkland Mail - reports.
22. Mr A. Moir - As to further renewal of agreement.
23. West Falkland Mail Contract - As to transfer from Salvesen & Co.

455 per Orcoma. (22.12.13.)

PRECIS OF SUBJECTS.

1. Acknowledges Despatch.
2. West Falkland Mail Service - as to Contract for new steamer.
3. Charge for stevedoring cargo - discusses.
4. Oil engines - asks for information as to class of oil.
5. Wireless telegrams - question of secrecy.
6. Discrepancies in homeward shipments - further.
7. Bonus - explains reasons for omitting Husband.
8. Accident to A. Nilsson - as to amount of compensation.
9. Punta Arenas wireless station - not yet open to public.
10. Glanogwen - expresses satisfaction.
11. Inventory "Lady Elizabeth" - copy will be sent.
12. Steam winch for hulks - further.
13. Columbus - explains position.
14. Timber - asks for information as to price.
15. Sheep skins - further as to classifying and sorting.
16. Contract for homeward produce - sends list of replies.
17. Expenditure on Dependencies - sends copy memorandum.
18. Lease of Navy Point - reports interview with Administrator.
19. Tallow - Corcovado - collection of wool. As to towing Fleetwing to
Choiseul Sound.

455 Per Order 12 12 13

Despatch No. 454 per HUANCHACO. (6.12.13)

PRECIS OF SUBJECTS

Precis of Subjects.

1. Acknowledgment of receipt
2. Wool for March Sales, - as to rates
3. Huanchaco, - reports arrival
4. Freight on homeward produce, - reduced at Punta Arenas to old figure.
5. Punta Arenas steamer, - Braun & Blanchard unable to send
6. Loss of 3 bales of wool at Grand Jason, - reports
7. Discrepancies in shipments per Inca and Sorata, - remarks
8. Follow, - reports refusal of Huanchaco to ship
9. Wool for March Sales, - suggests towing of "Plectwing"
10. Wages of Foreman Carpenter, - sends application for increase
11. Wool for March Sales, - further, as to rates
12. Manager, - sends application for increase
13. Same, - sends application for increase
14. Same, - sends application for increase
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53 per Oronsa. (24.11.13.)

PRECIS OF SUBJECTS.

1. Acknowledges Despatch.
2. Canning Account - Instructions noted.
3. Salvages Orania - Reports distribution.
4. PSN Valparaiso - Sends correspondence.
5. Eye-guards for shipwrights - no opportunity of testing.
6. "Fleetwing" - will be repaired later.
7. Smithy boiler - as to position of.
8. Coasting Steamer - as to running of.
10. Lease of Navy Point - objections to.
9. Sale of live sheep - correspondence with Llanso.
11. Salvage of "Mareo Polo" - sends further information.
12. Sheep skins - sends copy circular to Clients.
13. Barque "Ellen" - reports departure.
14. Goose Green tallow & sheepskins - explains use of Samson & Schooners
15. Mr Greece - as to renewal of Agreement.
16. Retail trading - as to abolition of credit system.
17. Whaler Skjoldo - as to recovery of account.
18. Wireless communication with Dependencies - corres. with Lloyds.
19. Defective stores - calls attention to ale and iron.

451 per Oropesa. (27.10.13.)

PRECIS OF SUBJECTS.

1. Acknowledges Mespatch.
2. Clock at Darwin. Discusses, and refers to Postal work.
3. Receiver of Wrecks. Delayed question till Mr Thompson's return.
4. Whaling Companies. As to advances to.
5. Return of Gaming expenses. Criticises return.
6. Saxon. Reports movements, cleaning on slip at New Island.
7. Cash shortage. Instructions complied with.
8. Football Challenge Shield. Conveys thanks for.
9. Sheep skins. Will send circular to Clients.
10. Goose Feathers and down. Corres. sent to Mr Allan.
11. Lady Elmsbeth. Expresses satisfaction on purchase of saws.
12. Salt and other things. Discusses.
13. Consoling steamer. Awaiting further news.
14. Yandis. Reports departure of.
15. Ellen. Reports progress; general goods sent to Darwin.
16. Tinood and Co. Sends letter from PSNC as to iron hooping.
17. Wireless communication with Dependencies. Corres. with Lloyd's.
18. Half yearly Accounts Current. Asks instructions as to interest.
19. Section 38 West Bluff Cove. Reports particulars of lease.
20. Mr Nicolle. Reports arrival at Darwin.

150 per Gross, 20.0.12

PRICES OF SUPPLIES.

1. Acknowledges dispatch.
2. InVikings agreement - as to extra payment for ship work.
3. Receiver of Wracks - sends copy of Mr Lowry's list.
4. Consular Statement -
5. Forward produce through Green Britain - charges for.
6. Lady Elizabeth cargo - discusses disposal of.
7. Wireless diagrams - suggests Premier Code.
8. Merchant Shipping Act - Consular Regulations.
9. Tanning - Price of sheep.
10. Bill of Lading per Ince - expresses regret for error.
11. PWT and incorrect B/L - suggests running receipts.
12. S.W. 11.11.12 - Building - sends copy letter published.
13. "Yanedis" and "Helen" - reports arrived.
14. "Yanedis" - unable to take up homeward charter.
15. Produce for shipment - reports.
16. Schooner - will commission "Woodellin" when "Yanedis" discharges.
17. Lamps 1912 - sends list.
18. Parcel sent to A. Nilsson - reports.
19. Wireless communication with Porto Arica - received 30 October.
20. Drapery Store - Goods to be sold for cash only.
21. Section 34 West Cliff Cove - as to.

449 2nd Dec. (1.2.13.)

BRIEFS OF SUBJECTS.

1. Acknowledges Despatch.
2. Canning: Season 1913 - Sends accounts and Returns.
3. "Lady Elizabeth" - Purchase of Cargo. Sends accounts.
4. North and Pressing plant - Plans sent to Mr Allan.
5. Telegraphic address - Can continue to use "Fleetwing".
6. Church Building, Davao - Proposes notice in magazine.
7. Gracia Salvage per Rio Gallegos - Quotes letter from PSNC.
8. Goose Green boiler - Injector will be sent out.
9. Coasting work - Nanka now doing mail and work.
10. News to Employees - Conveys gratitude of all.
11. Homeward Freights per PSNC. - as to.
12. Notices to Valparaiso for Cargo Steamers - sends memorandum.
13. Notice to A. Williams - Reports settlement.
14. Damage to Fleetwing by Columbus - Sends certificate.
15. Smithy boiler - asks for new one.
16. Governor Alfordyce - Reports departure.
17. Gracia life salvage - Sends list for apportionment.
18. Gracia pens and sundries salvage - ditto.
19. Sander - Reports drawing of tail shaft.
20. "Neuppon" - Will call again about September 20th.

447 per Orange. (12.8.12.)

PRECIS OF SUBJECTS.

1. Confirms Pampatek per Soria.
2. George and Anne - Memorial not yet returned.
3. Anna A. and son - Question of loss on Soria.
4. Incident to Lullman - will settle after mail.
5. Soria - Anna. Remarks on question of payment for.
6. Receiver of Wrecks - Relation of Consular appointments.
7. Lady El. Webb - as to purchase of cargo.
8. Freight to Rye per P.S.N.C. - dismissed.
9. Price of Mitten.
10. Account with Messrs Salomon & Company - Sends with remarks.
11. Rye to Oranien - Price paid by Company for two.
12. S. J. Elms or Co receive - as to one bale overlanded.
13. S. J. Elms per Soria - Remarks on tonnage.
14. S. S. Nequas - Reports further visit of.
15. S. S. Nequas Company's Accounts - Sends completed.
16. Soria's Condenser - Repairs completed.
17. Columbus - Sends correspondence and report on boilers.
18. Santa George - Sends account of discussion in Leg. Council.
19. Rye Accounts 1912 - Sends further returns.
20. Winter Bank - Reports arrival with West Falkland Mail.

PRECIS OF SUBJECTS.446 per Scrata. (2. 7. 13.)

1. Acknowledges Despatch.
2. Scrata. Reports shipment of homeward produce.
3. Produce discharged direct ex Columbus. Sends return.
4. Hides lost. B. & S. ex Columbus. Weight of.
5. Customs returns. Copy letter from Collector.
6. Jacques. Reports departure, and sends Draft.
7. Stores purchased from Buenos Aires. Sends list.
8. Live sheep. Enquiries for.
9. Columbus. Sends correspondence re Survey.

Despatch No. 445 per Oropesa, (9.7.13)

 Synopsis of Subjects.

1. Acknowledges despatch
 2. J. Moricelli, Blackamba, - reports extension of agreement
 3. Detlef's case of photographic goods, - will be sold
 4. "Lady Elizabeth" - acknowledges receipt of news of purchase
 5. Shore account, 1912 - as to measuring timber
 6. Messrs Packe Bros, wool - to come in this trip
 7. Salvaged wool at Hill Cove - as to marking
storing
 8. "Lady Elizabeth" cargo - estimate for ~~insurance~~ etc.
 9. Engineer question, - discusses
 10. Receiver of Wrecks, - action and powers of
 11. Feed Pump, Goose Green - Will be sent
 12. Columbus, - condition of
 13. Proportion of coasting freight for hulk Great Britain.
 14. "Wyndford" - reports departure of
 15. Duty on Spirits, - reports increase from 12/- to 15/-
 16. Columbus, - reports Governor's intention of having Survey
 17. Coasting Steamer, - advocates owning by Company
 18. Cargo damaged per Columbus, - sends report on
 19. Lloyds, - sends correspondence with Secretary as to Surveyors
 20. Doctor Wace, - visit to Stanley
 21. "Frigate" - reports departure
 22. "Oravia" - further visit of salvage expedition unsuccessful
 23. S.S. "Rio Gallegos" - reports charter for trip to San Carlos
 24. "Jacques" - reports arrival
 25. S.S. "Neuquen" - ditto.
 26. S.S. "Soberton" - no further news
-

443 per Orissa. (9.6.13.)

PRECIS OF SUBJECTS.

1. Apologises for incomplete answer to Despatch.
2. Sailing Vessels. Unlikely to ship tallow per "Vanadis".
3. North Arm Press. Discusses.
4. Wireless Messages. Have come through without error.
5. School Building at Darwin. Will consult Mr Allan.
6. September Wool Sales. Will have 1000 Bales.
7. Errors in Steamers' manifest. Fine of £3 inflicted.
8. "Lady Elizabeth". Sends copy certificate unfit for repair.
9. "Sobraon" Expected to be repaired temporarily at New Island.
10. Unanswered paragraphs.
11. "Orezia". Another attempt will be made to save cargo.
12. Spare Feed Pump for Goose Green. Discusses.
13. "Fringa" Detained in Port William.
14. West Falkland Mail. Brought in by New Island Whaler.
15. Mr W. Biggs. Reports death of.

J. G. Kelway. Will go on pension on 1st July.

412 per Inca. (31.5.13.)

PRECIS OF SUBJECTS.

1. Acknowledges Despatch.
2. Inca Reports shipment by.
3. Outward Steamers in Port William. Discusses delivery of cargo.
4. Damage to one bale wool per Columbus Reports.
5. Mrs M.A. Smith & Sons. Notice to pay £1000 off mortgage.
6. Canning 1913. Sends Returns.
7. Barque "Wynford" reports arrival with damage.
8. Barque "Lady Elizabeth" Reports formal condemnation.
9. Barque "Frigga" Left for Darwin May 30th.
10. "Gravia" Sends cheque for £46.3.4. for salvage of whaling cart-
idge.
11. S.S. "Sebraon" reports arrival of Underwriters representative.
12. Darwin Telephone. Sends copy corres with Col. Sec.
13. Canning Products per Inca. Reports on.

440 per Oreama (12.5.13)

PRECIS OF SUBJECTS

1. Acknowledges despatch
2. Diminution of Geese. Doubtful if C.O. will sanction continuance.
3. Homeward produce. Duendes to call May 22nd or 23rd.
4. Farm Account. 1912. Replies to queries, sends abstract.
5. Store, 1912. Dealt with by last mail.
6. Schooners etc. Replies to remark.
7. Buildings. Sends rough notes of Farm wages.
8. Norwegian Ships. No reply as to fines inflicted.
9. Accident to A. Lellman. Explains the law, and sends details.
10. Rams salvaged ex Oravia. Sends account.
11. Samsen. Reports cleaning of bottom by diver from Montevideo.
12. Columbus. Replies to remarks as to Capt. Saanum's ideas.
13. Charter of "Ellen". Acknowledges telegram.
14. Whaling Companies. Accounts.
15. Darwin Telephone. Acknowledges switch.
16. Receiver of Wrecks. Further as to powers of.
17. Bk. "Lady Elizabeth". Sends copy diver's report.
18. "Terpsichore". Sends vouchers.
19. Sale of Live Rams to Punta Arenas. Corres. with Valparaiso.
20. Sale of Live Sheep to Buenos Aires. Reports arrival of "Neuquen".
21. Canning 1912. Reports departure of Chilians.
22. Mr L.V. Oswald. Reports departure of.

INDEX OF SUBJECTS

1. 100 per cent (10.4.17)

2. 100 per cent (10.4.17)

INDEX OF SUBJECTS

3. 100 per cent (10.4.17)

4. 100 per cent (10.4.17)

5. 100 per cent (10.4.17)

6. 100 per cent (10.4.17)

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22. 100 per cent (10.4.17)

23. 100 per cent (10.4.17)

24. 100 per cent (10.4.17)

25. 100 per cent (10.4.17)

438 per Oropesa (17.3.19)

RECAP OF SUBJECTS

1. Acknowledges dispatch 14/5
2. Coal per Sailer. Could do with a load of steam coal for Gorse Green.
3. Hydraulic Pumps. Mills will go to North Arm and report.
4. J. A. Melway. Will commence penance on 1st April at \$54 per an um.
5. Wireless Telegrams. Further.
6. Labourers' Wages. Nothing further from the Governor.
7. Expenses etc. re Gravia Wreck. Encloses memorandum.
8. L. J. Oswald. Discusses question of leave, sends medical certificate.
9. Terrible Accounts. Forwarded to Captain Noreika.
10. Run of Gravia. Explains sale of.
11. Gravia Wreck. Discusses attitude of Receiver of Wrecks.
12. Bay Cove Account. Sent to Mr Clement.
13. Wreck of Malvin. Reports expedition of Samson without success.
14. Harwin Charter and Survey. As to site of new building.
15. Orson Whaling Co. Sends accounts and draft.
16. Esmeraldas. To call for homeward produce March 11 to 25th.
17. Store Profit 1912. Reports error.
18. Sheep. Reports arrival of Mr Stiron to purchase for B. Aires.
19. Bills of Lading. Reports errors.
20. Barren "Lady Elizabeth". Reports arrival in distress.

485 per Orissa (1/10/18)

PROVIS OF SUBJECTS.

1. Records despatch per Corcovado.
- 2⁵ 2. Quarantine. Discusses prosecution for offences.
3. Accident to Lellman, Carpenter. Reports upon.
- 3⁵ 4. Oravia Wreck. Further explanation.
5. ~~Samson~~. Reports progress with ship at New Island.
6. Columbus, Account. Salvage payments credited to Orissa & Oran.
7. Columbus. Further as to condition of.
- 8¹ 8. House Coal. Can await arrival of Frigate.
9. Whaling Companies. Sends list of; reports wreck of "Loga".
9. Bethval Company. Telegram sent direct.
10. Darwin Telephone. Sends copies with Government.
11. Error in last Despatch. Corrects.
12. "Carnegie". Reports deposit of cheque for £500.
13. Wool lost per Columbus. Reports salvage of 10 tons of 19 bales.
- 13⁵ 14. Sailing vessel indent. Sends these along with remarks.
15. Express, 100000 Orissa
16. 12 Mar on Sparrow, Plyn

DESPATCH No. 455 per CORCOVADO * Details of Subjects,

1. Acknowledges despatch and telegrams.
2. Salvage of ORAVIA cargo. Attempt made and abandoned pro tem,
3. Hill Cove wool lost ex Columbus, Reports agreement made for salvage.
4. Lifeboats ex Oravia, Reports purchase of for a/c PSNC,
5. HMS Clisagow. Reports departure for Punta Arenas, Sends account,
6. Gaita, Reports departure
7. Ceese destruction. Sends copy letter to Colonial Secretary.
8. Yacht Carnegie. Reports visit of,
9. Dr Wace. Reports favourable progress.
10. Corcovado, Sends specification and Bills of Lading.

DESPATCH NO. 482 PER ORCOMA? (20.1.13)

PRECIS OF SUBJECTS.

1. Acknowledges despatch¹⁰¹³ and telegram
2. Sailing vessels,- suggests chartering for Goose Green
3. Homeward freights,- acknowledges remarks
4. Iron spars,- might be used as stringers
5. Goose diminution,- will circulate Memorial
6. Doctor Wace's expenses,- will refer to Mr. Allan
7. Wool for March sales,- space reserved in Orcoma
8. Columbus Accounts,- acknowledges remarks
9. Collection of medical fees,- discusses question of payment
10. Tally of sheepskins,- Circular sent
11. Oravia wreck,- further explanations
12. Bagging and Station material,- as to keeping supplies of
13. "Nuuanu's" Salvage,- acknowledges information
14. Wireless,- discusses question of coding
15. "Gaita",- now discharging at Goose Green
16. Lighters,- reports information sent by Mr. Blake from Punta Arenas
17. Rams ex Oravia,- reports sale of
18. Wool for March sales,- to be shipped by Corcovado at end of Jan.
19. Darwin Telephone,- sends copy of annual account
20. Loss of wool at Hill Cove (19 Bales),- reports
21. Sheep for Mr. Boissiere,- sends copy of letter to him
22. Doctor Wace,- reports serious accident to
23. Homeward Wool - 1000 bales ship 700 Bales per Orcoma
24. Oravia Salvage - Sends copy of claim from the bank (Oravia)

430. per VICTORIA (23.12.12)

PRECISE OF SUBJECTS.

1. Acknowledges despatch and telegram
2. House coal,- suggests having 50 tons in bags by steamer
3. J.G.Kelway,- as to wages as a daily labourer in 1875/7
4. Freight on produce homeward,- North Arm bales not being pressed hard
5. Captain Seanum's house,- expects to hear as to rent next mail
6. Doctor Wace, reports arrival at Darwin. Mills inspected boiler at North Arm
7. Canning matters,- copy of all correspondence will be sent to Mr Allan for record
8. Wireless telegraphy,- will be unsatisfactory until Punta Arenas installation is completed.
9. Wages of unskilled labour,- sends copy of Col. Secretary's letter asking information
10. Wool of last season,- all shipped except from Great Island
11. Telegrams via Monte Video,- explains procedure as to
12. North Arm pressing plant,- Mr Allan will be writing as to
13. "Marco Polo",- sends draft for disbursements and also papers as to salvage by "Samson"
14. "Bay of Biscay",- encloses Master's draft
15. Drafts,- encloses two small ones for collection
16. Accident to "Samson",- sends papers as to, with account for repair
17. Mr. Blake,- left for Punta Arenas by "Orcoma"
18. Audit of Stanley Cash Book,- Mr G.I. Turner will do this
19. Special trip of Columbus to Darwin,- as to remuneration for
20. Mr. Oswald,- applies for leave of absence
21. S.S. Inca,- expected to have been here on 19th, but no news of her
22. Oravia,- sends accounts for maintenance of passengers & crew
23. Goose Green settlement,- forwards revised plan by Mills

428 per Oropesa (25.11.12)

PRECIS OF SUBJECTS

1. Acknowledges despatch, letter and telegram.
2. North Arm Boiler. Is being erected.
4. Prosecution of Whaling Vessels. Reports
3. Cinematograph. Private Exhibitions given; little interest.
5. Plym's Boiler. Further remarks.
6. Livestock. Will approach Inspector later as to prohibition.
7. Wireless Telegraphy. Further details.
8. Captain of Terpsichore. Operation done here.
9. Canning. Remarks upon coal consumption.
10. Mr Blake. Reports departure to Hill Cove.
11. Garland. Retained at Goose Green for coal ex "Gaita".
12. Telegram, October 25th, via Punta Arenas. Ack. via Montevideo.
13. Homeward Produce. Inca to call early in December.
14. General Average "Oravia". PSN allow ten guineas.
15. Dr Wace. Expected by Oronsa.
16. Carpenter A. Lellmann. Reports accident to.
17. Marco Polo. Reports re-floating of.
18. Whaling Companies. Reports arrival of five.
19. Oravia. Reports total wreck and gives details under following:-

Life Salvage

Live Sheep

Salvage of Mails

Sundries Salvaged

Services of Whalers

Lodging of Passengers

Crew

Losses

Wireless messages

Court of Enquiry

487 per Orissa (28.10.12)

PRECIS OF SUBJECTS.

1. Acknowledges despatch, telegram and letter
2. Stanley Office Furniture. Sends Inventory
3. Wireless Telegrams. No tariff yet drawn up.
4. Lafonia. Unable to heave down on account of ships
5. Bonus. Sends detailed list
6. Coal Ships. Acknowledges information
7. Braun & Blanchard. Will write with reference to account.
8. Homeward Freights. Urges retention of 48/- and 5% rate.
9. Agreements. As to signing before a Notary.
10. Freight on Canned Meat. £ 40/- Liverpool or London.
11. Piles. Discusses question of re-inforced concrete.
12. Weiss's Agreement. Sends extract from letter from him
13. Live Sheep. Suggests shipment via Punta Arenas.
14. Geese Ordinance. Suggests delay
15. Dr. Wace. Submits draft agreement.
16. Semeon. Reports trip to Port Louis.
17. Esmeraldas. Reports homeward shipment by
18. Terpsichore. Vessel left in charge of First Officer.
19. Bay of Biscay. Reports arrival for repairs.
20. Karina Kirsten. Reports arrival.
21. Marco Polo. Coals on fire, salvage claimed.
22. A. Hueband. Sends resignation and asks for successor.

425 per Orona (25.9 18)

ITEMS OF INTEREST

1. Acknowledges despatch and telegram
2. Banta, 1911. Complete list will be sent.
3. Coal. Acknowledges information.
4. Lighter. Will endeavor to get Malina in October.
5. J. G. Melway. Sends further particulars of service.
6. Priestman Oil Engine. Will be glad to receive sundries.
7. PSNC passage tickets. Discount allowed to F.I.C.
8. Freight on homeward produce, PSNC. Discovers question.
9. Captain Saarnu. Will have house in Teas Street.
10. Dr. Kace. Notes appointment as Medical Officer.
11. Homeward produce. Reports progress of collection.
12. Homeward cargo boat. Will be to sail 3rd week in October.
13. Cooks Fire - Gearing. Reports intention to go out.

DESPATCH NO. 484 per CRAVIA.

(2.9.12)

Precis of Subjects.

1. Acknowledges despatch. 1108
2. Columbus? - returned from Monte Video. Keeping Lafonia in commission for the present.
3. Finance of Colony, - Governor retrenching where possible
4. Shipment of produce, - Consideration shown by West Coast Manager
5. Morris, Camp teacher, - reports refund of four-fifths of passage money.
6. Braun & Blanchard, - as to probability of competition by
7. Audit of Cash Book, - notes Board's wishes as to
8. Draft, favour H. Fredriksen, - sends details
9. Gratitude to Mills, - conveys appreciation
10. Plant at North Arm, - Mills' report
11. Goose Green jetty, - piles from Sandy Point
12. Cinematograph exhibitions, - sends correspondence with Royal
13. Cargo per Greoma.
14. A.P. wool, 1911. One bale short
15. Cargo per Magellan, - as to increase of freight
16. Ship, - sends required information
17. Flynn's boiler, - sends Mills' report

422 P. O. Order (S.S. 111)

PRECIS OF SUBJECTS

1. Acknowledges dispatch and telegram
- 28 2. Furniture. Asks if inventory of Stanley office furniture required
3. Repairs to Lancia. Explains charge for hire of Samson.
4. Store Sales 1909. Mistake made in Stanley Office.
- 29 5. Posts from Punta Arenas. Describes different qualities.
6. Wireless Installation. Now completed, but no operators.
- 29 7. Maunzu. Explanation re bills.
8. General Average, "Orvi". Sends copies, with P.S.N.C.
- 29 9. A.P. Wood 1911. Will confer with Mr Pitaluga.
10. Produce for September Sales. Magellan to arrive in August.
11. Gracelin. Sends accounts for repairs.
- 29 12. Farm matters. Canning products. Particulars of McCall's service.
13. Mr Birnie. Informed that Company not willing to lend £350.
- 29 14. Bonds. Further.
15. Government Expenditure.
16. Senny Coal. Would like 50 tons, if possible to ship.
- 29 17. Columbus. As to shipping live sheep by.
- 29 18. Slip. Sends copy of letter from Governor.
19. Samson. Utilising old steam winch.
- 29 20. Remittances to / from Senny Point. Asks instructions.
21. Husband. Assistant Blacksmith. Agreement extended.
22. "Oricloth Castle". Reports loss of. Arrived at Senny Point 5
23. Overseas Reports. Sent direct to Mr Allan.
- 29 24. Produce for collection. Sends statement.

Despatch No. 481 per ORISSA.

(9.7.12)

PRECIS OF SUBJECTS.

1. Acknowledges despatch "a"
2. Great Island- notes extension of lease
3. Wages of Stanley labourers, - increase from 30th June
4. Bonus, 1911, - sends list
5. Ship, - work commenced at New Island
6. Coal, - sailers for steam and house coal
7. Wiscombe Park, - omission to send cable
8. Samson, - as to sending from Stanley
9. Mr J.H. Dean's stores - no reasons for reducing charges
10. Lighter, - discusses question of steel
11. Taxation of exports, - acknowledges remarks
12. Sale of tongues at Valparaiso, - presumes may send consign-
ment
13. Duendes, - loading completed in Port William
14. J.G. Kelway, - suggests pension and sends particulars of 36
service 34 years
15. Priestman oil engine, - sends report by Mills
16. Columbus, - explains reason for not shipping cargo from
Monte Video

Despatch 420 per Duendes, June 21, 1912; Precedents of subjects

1. Records last despatch.
2. Agreement with Mills, Engineer. (Sends copy of new one.)
- 232 3. Earthenware pipes for Goose Green. Asks for per earlier.
4. Notes on Cannings 1912. Sends.
5. Extension of Goose Green Jetty. As to purchase of materials.
- 234 6. Casings. Reports receipt of \$240,18.7 from Moeller.
7. Cannings products. As to trying Valparaiso market.
8. Cargo steamer for live stock. As to indents for.
- 235 9. Duendes. Reports shipments by.

Despatch No 419, per JRCOMA, 10.6.12.

Precis of Subjects.

1. Acknowledges Despatch and telegram
2. Schooner for Mr J.H. Dean, - no objection to selling Gwendolin. Report charter of "Antarctica" to collect Pebble wool.
- (4) 3. Flour, - discusses profit on the sale of
4. Drapery Store, - separate account will be kept for 1911
5. Wireless installation, - progress of
6. New Whaling Company, - sends accounts to date
7. Columbus, - arrived in Monte Video in 5 days 21 hours
8. Samson, - reports trip to Darwin to bring in Chilean labourers
9. Land near Church, - acknowledges correspondence with Bischoff & Co.
10. General Average, Gravie, - Further
11. Plots of land in Stanley, - as to sale of
12. Taxes on Exports, - discusses
13. Samples of canning products, - will be shipped per Duendes
14. Berkeley Sound farm, - explains title to purchase
15. Stockney Brothers' station mark, - as to alteration
16. Stock of Stores, - will be kept as low as possible
17. Duendes, - to call about June 10th for homeward cargo
18. G. Morris, Camp teacher, - sends copy of correspondence with
19. Mr J. Hansen, - sample shipment of seal oil through Salvesen & Co.
20. Business of C. Williams' Estate, - Mr L. Williams negotiating sale of
21. Audit, - asks what arrangements will be made during Mr Packe's absence
22. Thule Whaling Company, - advises draft for shares taken up locally
23. Ship, - is being erected at New Island
24. Whaler "C.O.J." - sends accounts; left on June 8th
25. Agency at Monte Video, - correspondence with Maclean & Stapleton

DESPATCH NO 418 per ORAVIA. 13.5.18.

Precis of Subjects.

- 1 Acknowledges despatch and telegram
- 2 Accounts 1911, - replies to queries
- 3 Lafonia's stranding, - accounts sent last mail
- 4 Timber purchases from Braun & Blanchard, - gives details
- 4a Wireless installation, - reports progress
- 5 Freight on Flour from Valparaiso, - acknowledges remark
- 6 Schooner for Pebble Island, - quotes letter from Mr J.H. Dean
- 7 Timber ex Ragnhild, - sawing of planks defective
- 8 Agency at Monte Video, - sends correspondence
- 9 Nuuanu, - reports departure and sends accounts
- 10 Oravia General Average, - sends correspondence with P.S.N.C.
- 11 Land near Church, - will consult with Registrar
- 12 Water boat for Government, - as to
- 13 Cargo scows, - discusses suitability
- 14 Cargo short delivered ex Junin, - sends correspondence with P.S.N.C.
- 15 Wiacombe Park, - reports departure and sends accounts
- 16 Telegrams via Sandy Point, - acknowledges receipt via Monte Video
- 17 S.S. Columbus, - reports movements
- 18 Accidents boating wool, - reports at Hill Cove & Great Island
- 19 Lafonia's stranding, - claim for lost anchor and chain omitted from account.

417 per Oropeza. (15.4.12)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and telegram.
2. Great Island. Renewal of lease.
3. Rates of Wages. Discusses question of labourers and carpenters
4. Slipway. Sends further plan, with remarks.
5. Lafonia. Sends amended accounts.
6. Standards, B&S, lost ex Columbus. Will be debited to Columbus.
7. Engineer at Goose Green.
8. Casings. Disposed of to Gustav Moeller.
9. Oravia General Average. Payment of 25%.
10. Inspection of Meat. No arrangement with Mr Townson.
11. Telegram re profit. Explains reason for not sending.
12. Letter from A.H. Harris. Not answered.
13. Overdraft to Mr Packe. Conditions noted.
14. Account for repair, Columbus boiler. Explains.
15. Sea Lion Islands. Lease of lighthouse site sent to Government.
16. Steam Coal. Requests shipment of per sailer.
17. Nuuanu. Expects to sail in a few days.
18. Ship "Wiscombe Park". Reports arrival with damage.
19. Vicar of Bray. Reports towed to Goose Green.
20. Telephones. Reports progress.
21. Samson. Reports trip to Darwin in December and explains.
22. Whaling Companies' accounts. Advises drafts.
23. Columbus. Reports return from New Island after boiler survey.

414 per Orissa (14.3.12)

PRECIS OF SUBJECTS.

1. Acknowledges despatch. 1000
2. Pebble Island Produce. Will be brought in by Columbus.
3. Hulk for Goose Green. Will endeavour to send "Viceroy of Bray"
4. Regulations for importation of Livestock. Explains.
5. Gratitude to Mr Oswald. Sends letter of thanks.
6. Store Incident, Dickinson. Replies to remarks.
7. Engineer Mills. Will stay at Goose Green till finish of canning
8. Filling Machine. Will be sent out immediately on arrival.
9. Town Telephone. Reports progress.
10. H.M.S. "Glasgow". Sends accounts and draft.
11. Bill of Lading, Oropesa. 20% reduction shown.
12. Timber ex Ragnhild. Sends claim for damage.
13. Report. Reports shipment of produce by.
14. Canning. Quotes from letter received from Mr Allan.
15. Wireless. Reports progress.

413 (S. 3. 12) per "Glasgow".

SPECIES OF SUBJECTS.

1. H.M.S. "Glasgow". To leave on 5th March.
2. Plot of land near Church. Deeds not registered.
3. Whale Catcher "C.O. J." Reports arrival with damaged oil engine.
4. Census 1911. Sends return.
5. Samson. Bottom examined by divers of H.M.S. "Glasgow".
6. Accounts H.M.S. "Glasgow". Draft to be sent direct.
7. Cargo for Kenura. Sends corres. with PENC. Valparaiso.
8. Stop Valve for Samson. Sends requisition and sketch.
9. Bagin Id. Has completed discharging, will send claim for lost and damaged wood.

412 per Orcoma (19.2.12)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and telegram.
2. Columbus. Conditionx of boilers.
- 215 3. Telephones. Mr Packe's lines both completed - Homer at G.C.
4. Cannery. Mr Allan going to Punta Arenas.
- 216 5. Samson-Lafonia Salvage Agreement. Quotes instructions in 1906.
6. Arancania. Sends details of charter.
- 217 7. Engineers. Discusses.
8. Boiler on Spearing & Waldron's sailing ship.
9. Fencing Wire. Presume you will hear from Port Howard.
10. Pollite. Will go into question.
11. Wireless. Work proceeding.
12. Flour. Discusses question of importation.
- 218 13. Keppel Produce. Wool shipped per Junin.
14. Schooner for Pebble Island. Using Pt. Stephens cutter at present.
15. Dr. C.N. Foley. Resigned as from September 30th.
- 219 16. Homeward produce. Potosi to call March 6th.
17. Bagnhild. Reports arrival.
18. House Coal. Asks for a shipment per sailer.
- 220 19. Agency in Montevideo. Messrs Wilson desire to discontinue.
- 221 20. "Nuuanu". Repairs proceeding.
21. General Average "Oravia". Copy of letter to PSN and statement.
22. "British Isles". Reports departure, Feb. 17th and sends a/cs.
23. Typing of despatch. Apologises for.

DESPATCH NO. 410, per ORAVIA. (25.1.12)

Precis of Subjects.

1. Acknowledges Despatch
2. R. Cartmell, injured, - measurements for false hand being sent
3. Lease of Great Island, - question of renewal
4. Wages of labourers, Extra penny when working on Columbus
5. Plot of land next Church, - acknowledges copies of deeds
6. Mr Bartley, - appointment passed by Official majority
7. Saxon, - cannot go to Punta Arenas without Engineer
8. Lafonia, - sends all papers re stranding at Port Harriet
9. Nuanu, - will probably require £2500
10. Columbus account, - advises; Discusses cost of stevedoring
11. Standards, B & S. - Columbus liable for 79 short
12. Engineering tools and plant, - inventories always kept
13. Engineer Mills, - will go to Goose Green for Canning season
14. Plot of land next Church, - as to fencing of
15. Overdue vessels, - quotes Lloyds' instructions
16. Casings, - letter written to Weiss
17. Carpenter Bradfield, - reports arrival of
18. Schooner "Kate", - purchase of for a lighter
19. Oravia's General Average, - sends correspondence with P.S.N.Co.
20. Dr. C.W. Foley, - reports extension of Agreement indefinitely
21. Darwin Telephone, - sends accounts for 1911
22. Fleetwing, - sends Stanley accounts
23. Rebate on outward freights, - entered on Orcoma's Bill of Lading
24. Inspection of meat, - could be done by Mr Townson in private capacity
25. Claverdon, - reports departure and sends accounts
26. Ship "British Isles", - reports arrival with Master sick
27. Junin, - reports shipment of produce by

DESPATCH No 409, per OROPESA, 25.12.11

Precis of subjects.

1. Acknowledges: despatch and telegram
2. Reef Channel, - notes being barred to "Columbus"
3. Hulk for Goose Green, - advances reasons why Garland most suitable
4. Boy Cartmel, - will consult Dr. Foley as to artificial hand for
5. Price of live sheep to P.S.N.C., - discusses
6. Renee Rickmers' Bills, - notes acceptance
7. Barque "Albyn", - repairs completed and draft enclosed
8. Great Island lease, - will go into by next mail
9. Husband, - as to replacing next year
10. Shipment per Corcovado, - as to repetition of message advising
11. Arrival of "Fleetwing", - reports efforts to inform you
12. Engineer, - as to, and advises cable asking for. *See below as to be provided*
13. "Kate", - appears suitable for a lighter
14. Captain Thomas, - as to his application for an increase of salary
15. Bills of Lading per Junin, - expresses regret for error in
16. "Inca", - arrival of. All rams landed alive
17. General Average on "Oravia", - reports instructions as to
18. Sea Lion Islands, - encloses correspondence as to lease of part
19. Laffonia, - reports refloating without damage
20. Insurance on Company's vessels, - gives details of time laid up.
21. Shipment of produce, - have asked for a cargo steamer
22. Repairs to ships, - gives details of progress *Albyn, Corcovado, Junin, Alexander*
23. Despatch not fully answered, - gives reasons.

408 per Orissa. (27.11.11)

PRECIS OF SUBJECTS.

1. Acknowledges despatch
2. Columbus. Refers to boiler and general working.
3. Fleetwing. Reports arrival October 31st.
4. Telephone. Homer waiting for material.
5. Telegram via Punta Arenas. Original already sent home.
6. Preserver at Goose Green. Will have house formerly occupied by Engineer.
7. Mr F.H. Weiss. Reports terms of engagement.
8. Fidelity Bonds. Sends.
9. Dannevig & Co., Sends copy corres with
10. Mr Hudson, wool classer. Has permanent engagement in River Plate.
11. Lafonia. Reports stranding at Port Harriet.
12. S.S. "Araucania". Chartered to take stores to Darwin.
13. Samson. Reports beaching, cleaning and painting.
14. Sk. "WUJUANU". Reports arrival damaged; salvage by Columbus.
15. Fleetwing. Reports discharge of cargo; vessel dismantled.
16. Goose Green Preserver's staff. Remarks on Mr Allan's letter.
17. Richard Williams. Reported ashore at Pebble Island.
18. Kinross-shire. Sends accounts and draft.

ALBYN and CLAVERDON. Reports progress.

407 per Orons (50,10,11)

PRECIS OF SUBJECTS.

1. Acknowledge a despatch and telegram.
2. Labour on the Columbus. Reports strike of local workmen
3. Renee Rickmers. As to delay to
4. Stanley Land. William Biggs' contention as to *land to West of Church*
5. Legislative Council. Comments on proceedings at
6. Harris's Action for Damages. Reports compromise.
7. Norwegian Whalers. Forwards draft for disbursements.
8. "Claverdon". Reports arrival of
9. "Kinrossshire". Repairs nearly completed.
10. "Albyn". No credit received
11. Samson. Is being overhauled.
12. La Jolla. Taking Mr Packe's telephone poles to South Coast etc.
13. "Fleetwing". Not yet arrived.

405 per Orawia (2.10.11)

BRECHS OF SUBJECTS.

1. Acknowledges despatch and telegram
2. Salvesen & Co. Discusses letter from.
- 164 3. Hulk for Goose Green. Reports water at end of jetty.
4. Accident to boy at Goose Green. Explains cause of. *Cariboo*
5. Mr A.M. Weiss. Forwards copy of letter to.
6. Live sheep to PSNC. Explains increased charge for.
- 165 7. A. Beaven. Encloses statement from Capt. Thomas as to.
8. Telegram via Punta Arenas. Accounts for delay in receipt.
9. Cargo by Junin. Explains telegram with reference to.
10. Renee Rickmers. Forwards Master's drafts for disbursements.
- 166 11. Kinross-shire. As to repairs.
12. Albyn. Reports arrival of.
13. Mr. Homer. Has proceeded to Goose Green.
14. Lease of Great Island. Reports expiration of.
15. Assistant Blacksmith. Agreement will terminate next year.
- 167 16. Whaling Vessels. Reports arrival of.
17. Cargo Boat, homeward. Corcovado expected this month.
18. Records telegram.

404 per Tropesa (4.9.11)

405 per Darwin (12.12.11)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and telegram
2. Salvage Apportionment. Not yet dealt with.
3. Advance of £500 to C.C.Wesell. Acknowledges Board's decision.
4. Use of schooners in place of Columbus. Further explanation.
5. Collection of produce by schooners. Further as to
6. Church at Darwin, - acknowledges Board's decision.
7. Sailing of "Fleetwing", - acknowledges advice of
8. "Fleetwing", - as to delivery of cargo at Darwin.
9. Switchboard, - reports return of earth circuit.
10. Dr. Turner, - acknowledges and reports comes with.
11. Shipment for November Sales, - sends copy of letter to Valparaiso
12. "Renee Rickmers", - repairs almost completed.
13. Light on Sea Lion Islands, - reports Government action as to
14. Plym, - forwards Engineer's report as to work on
15. Inspection of Canning Works, - further as to
16. Stone for Argentina, - reports negotiations as to shipment of
17. Columbus, - forwards monthly statement of earnings.
18. Kinross-shire, - reports arrival of, damaged.

403

403 per Orissa (7.8.11) (4.9.11)

RESUME OF SUBJECTS.

1. Acknowledges despatch and telegram
2. Probate Duty Ordinance. Nothing further heard of
3. Columbus. New crank shaft fitted.
4. Inverness-shire Salvage. As to payment of
5. Dr Turner. As to Corres. with
6. Sureties for Mr Girling. Thanks to the Board for arrangement
7. Casings. As to shipment of
8. Inspection at Goose Green. Forwards corres.
9. Collection of Pebble Island Wool. Reports Mr Dean's arrangement.
10. Quarantine for Horses. Further as to proposed
11. Mr Packe's Telephone. Asking for fittings
12. Telegram. As to advisability of repeating.
13. Cargo Forms. Acknowledges receipt of
14. Vote of thanks to staff. Expresses appreciation of
15. Darwin Church. Acknowledges information as to
16. House Coal. Reports shortage at Stanley and Darwin
17. West Falkland Mail. Carried by Lafonia in substitution for Columbus.
18. Berkeley Sound Farm. Conditions as to purchase
19. "Fencee Rickmers". Reports arrival of
20. Gwendolin. Has been laid up since June 19th.
21. Plym. Reports completion of repairs.
22. Shipment per Junin. Encloses draft specification.
23. Wool Classifier. Forwards copy of letter from
24. S.A.M. Society. Encloses draft in settlement of account
25. Records telegram

401 Per Oravla (12.6.11)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and letter.
2. Slip at New Island. Capt. Saanum instructed to oversee building
- 132 3. Rams per Junin. Stock Inspector's report.
4. Bills of Lading. Acknowledges receipt of rubber stamps.
5. Incomes s-shire Salvage. Reports A. Deaven's position as to
6. Ditto. Awaits instructions as to apportionment
7. C.C. Fessell. Asks for loan to repay C. Scott.
- 133 8. Columbus. Accident to, - reports.
9. Schooners. Put in commission again.
10. Work for schooners. Proposes two or three more trips.
11. Inspection of Sinking Works. Encloses copy of Stock Inspector's report.
- 134 12. Passages per Orpesa. Re Gordon's complaint, as to.
- 135 13. Barrin Church. Sends corres. between Mr Allan and Colonial Secy.
14. Payment per Esmeraldas. Advices per cable exceeded.
15. Mr. Cameron's Preserved Meat. First consignment reached Stanley.
- 136 16. Registration of Columbus. Reports a hitch.
17. Coronation Day. Have agreed to labourers being paid.
18. Confirms telegram via Punta Arenas.

399 per Oropesa (15.5.11)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and letters.
- 127 2. Mr Harding's Reports departure.
3. Columbus. As to working.
4. Inverness-shire Salvage. Forwards signatures of Crew and extra men.
- 127 5. Samson. Remarks on.
6. Drafts. Preferable if drawn at sight.
7. Samson. Payment for trip to Fox Bay.
8. General Charges Account. Explains.
9. Bagging. Reports stock on hand
10. Salvaged Wool. Impossible to identify.
11. Dean & Anson's draft. As to.
12. Dr. Turner. Shipment of goods per "Blenheim"
13. Homeward freights. Your instructions noted.
- 125 14. Mr Gurling's Guarantee. Mr Packe will write
15. Salvesen & Co. Encloses signed a/cs to 31 Decr.
16. Ship at New Island. Expected to be ready by September.
17. Filling Machine. Reports arrival and despatched to Goose Green.
- 125 18. Tinned Tongues. Advises shipment of sample case.
19. Meat Inspection. Suggests appointment of Mr Townson.
20. Keppel Island. As to shipment of wool.
21. Quarantine for Horses. As to suggestion by Stock Inspector.
22. Casings. Samples sent.
- 127 23. Legislative Council. Reports appointment to.
24. Mr Packe's Telephone. Advises telegram as to.
25. Cable via Punta Arenas. Draws attention to mutilated work.
- 128 26. Esmeraldas. Arrival of.

Despatch No 890 per OBTSA 17.4.11.

Precis of Subjects.

1. Acknowledges despatch and telegram
2. Supplementary mail, - reports non-arrival of
- (6) 3. King Edward VII Memorial, - enquiry about of Committee for Board's contribution
4. Helicopters, - reports arrival of helicopter to reconstruction
5. Freight on Willow end, - non-arrival of loads
6. "Columbus", - reports arrival of Agent for Punta Arenas
7. "Columbus", - reports arrival and commencement of work
8. "Adventure", - departure of Agent for Punta Arenas
9. Assembly Rooms Company, - will probably be wound up
10. Pump, - Governor still wishes to build
11. "Piyu", - satisfaction at arrival of new pump
12. "Lafonia", - reports payment of gratuity of \$5
- ✓ 13. Sale of Rams, - advises and encloses draft in payment
14. Casings, - decision of Mr Salm not to take this year
15. Berkeley Sound farm, - forwards for signature letter applying to purchase, also memorandum of adjustment
- 3 16. "Nor" Chasing Company, - encloses account for collection
17. Mr. Harding, - proposes to leave for Punta Arenas on May 3rd.

Despatch No 394 per ORCOMA (20.3.11)

Precis of Subjects.

1. Acknowledges Despatch
2. "Columbus",- suggests rates of freight from Stanley
3. "Samson",- as to going to Punta Arenas. Forwards specimens of corroded iron plates.
4. Imported rams,- reports arrival at destination
5. "Wavertree",- Master ill and must leave Colony sheep.
6. Canning,- Mr Allan in correspondence as to purchase of
7. Carbon copies of despatch,- hopes will be more legible
8. Passage money due P.S.N.C.- reports correspondence and explains mistake.
9. Gratuity to Captain Rowlands,- as to error
10. Sale of coal to Col. Government,- reports, and asks for sailing vessel to be chartered.
11. Overcharge of duty on rum,- amount recovered.
12. Canning,- Preserver proceeded to Darwin. As to non-arrival of filling machine.
13. Town jetty,- now in use. Reports wharfage dues commuted and discusses working.
14. "Malvina" Salvage,- balance shipped and account for expenses forwarded.
15. "LaFonia",- encloses extended Protest and accounts
16. Smithy boiler,- discusses condition and use of Priestman oil engine
17. Colonial Manager's Fidelity Bond,- as to
18. "Hilda R",- reports arrival and encloses draft
19. Berkeley Sound Farm,- application to purchase to be made before end of present year
20. Whaling steamers,- reports arrival of and encloses drafts for disbursements.
21. "Wavertree",- Master to leave for England this mail
22. Steam coal,- reports shortage, and suggests purchasing.
23. Leave of absence,- thanks Directors for sanctioning.
24. "Corcovado",- due on 18th, but not yet arrived.

Despatch No 797 per ORAVIA, February 20th 1911.

Precis of Subjects.

1. Acknowledges despatch and telegram
2. Mr. Salvesen's account, - encloses copy of
- 61 3. "Columbus", - reports latest news of from Buenos Aires
4. Case of "Hattie L.M." - further as to damage
5. Confirmation of Eloyas, - correspondence very satisfactory
6. Mr Oswald, - conveys thanks for house allowance granted
7. "U.S. Steady", - suitable bulk for Darwin
8. "Intervenor-shire" salvage, - suggests likely to go to Court
9. "Samson", - discusses working of ground
- 62 10. "H. Foulis" repairs, - reports completion of and her subsequent
11. Royal Mail S.P. Company, - encloses letter appointing us Agents
12. "Flynn", - reports progress of repairs to
- 3 13. Sealing schooners, - reports arrival of and encloses drafts
14. West Falkland mail, - Samson goes to Fox Bay as Whaler did
not arrive
15. Mr. Lawton and Mr. Chubb, - return to England, proceedings being
abandoned,
- 2 16. Accounts current, - encloses sundry
17. W. A. Harding, - asks for leave of absence

Despatch No 391 per Oropesa. 23.1.11.

1. Acknowledges Despatch and telegram
2. Memorial to late King Edward VII. Subscriptions to be raised
3. Expenses of "Samson"; replies partially to remarks
4. Store; goods to own departments will be charged at cost price
5. Tram rails,-- will arrive in time for Mr Allen
6. "Vicar of Bray",-- built of hard wood, not soft wood
7. Cemetery Endowment,-- expresses thanks for contribution
8. Tallow per Flagbald in 1909,-- cannot explain discrepancy
9. Darwin Telephone,-- asks if terminal may be moved to Stanley Exchge.
10. Bills of Lading per "Flamenco",-- made out weight or measurement
11. "Columbus" interview with Governor, at ship's option
delayed a month at Buenos Aires.
12. Mr C.L. Chute,-- reports arrival per Oravia
13. Through freight on hides and sealskins,-- asks for information
14. Lloyd's Agency,-- discusses
15. "Waverley",-- reports visit of Mr Mayhew, representative of owners
16. Volunteer Hall,-- reports proposal to purchase Assembly Rooms
17. Wireless Telegraphy,-- Vote for £3000 taken for installation
18. Town Jetty,-- reports completion; all goods except Company's to be
landed there
19. Slip,-- Governor suggest construction of by Government
20. "Alsterberg",-- repairs completed
21. Plym,-- reports that eight new plates are necessary
22. Cargo damaged per "Hattie L.M.",-- sends final statement
23. "Flamenco",-- reports arrival to load homeward cargo
24. Berkeley Sound Farm,-- returns documents re Mortgage
25. Heavy gale,-- reports damage to Lafonia and lighters
26. "Alsterberg",-- sends accounts certified by Capt. Lubcke, and draft
for £786:10:1

EXCERPTS OF SUBJECTS.

1. Acknowledges despatch and telegram
- (7) 2. Canning Factory. Messrs Packe and Bonner have been written to
3. Coasting Steamer. Acknowledges information as to arrangements
- (6) 4. Samson. As to sending to Punta Arenas.
5. Plym. Condition of bottom.
6. Smithy Boiler. Will refer to later.
7. Lonsdale Salvage. Will be paid as instructed.
8. Marechal de Castries. Draft made out on owners.
9. Mortgage, Berkeley Sound Farm. Papers sent for registration.
10. Junin. Arrival of; all rams landed alive.
- (7) 11. Wray Castle. Sailed on 15th, sends account and draft.
12. Cambrian Princess. Expected to sail on the 24th.
- (7) 13. Wavertree. Reports arrival with damage.
- (7) 14. Alsterberg. Reports arrival with damage.
- 14^a 15. Whaling Steamers. Reports arrival of various.
- (6) 16. Wool for March Sales. Sends corres. with West Coast Manager.
16. Inverness-shire. Explains Store account, £22.13. 6.
- (7) 17. Coasting Steamer. Sends corres with Mr Nilsen.

390

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388 per Orcoma (28.11.10)

PRECIS OF SUBJECTS.

1. Acknowledges despatch
2. Slip at New Island. Remarks as to Messrs Salvesen's Manager.
3. Repairs to Sabino. Sends statement of cost.
4. Loan to Mrs Smith. Will be attended to on her return.
5. Coasting Steamer. Acknowledges decision as to rates.
6. Claim on goods per "Hattie L.M." Final statement will be sent.
7. Mr Garling. Reports return of.
8. Mr Wilkins' property. Deeds handed to Mr Turner.
9. "Marechal de Castries". Sends accounts and draft.
10. "Wray Castle". Expected to sail in a week.
11. Canning Works. Expects to be finished by middle of March.
12. Wool salved ex Malvina.

Despatch No. 387 per Oravia - October 31st, 1910.

Precis of Subjects.

1. Acknowledges despatches.
2. Sale of Malvina Wreck and gear. Further.
3. Goose Green work. Samson had to make a second trip.
4. W.B. Dixon. Employed as watchman and for tallying cargo.
5. Hattie L.M. No information as to uncharted rock.
6. Direct shipment of timber. Sends list of sizes required.
7. Oil for Hornsby Engine. Have used same as Malvina engine.
7. Orcoma outward bound. Complaint of Captain Kite.
8. New Cookhouse for Goose Green. Shipped per Gwendolin.
9. Credit for shipping local produce. Explains system of dividing.
10. Ship "Wray Castle". Sends copy of report of survey.
11. Ship "Marechal de Castries". Corres. with London salvage Association.
12. New piston block for Samson. Asks for, explaining reason.
13. Wool shipments 1911. Suggests direct collection from Walker Creek.
14. Store business. Shipments on commission and effect on store profit.
15. Canning works. Asks for tram rails.
16. Mr Harding. Proposes to visit Buenos Aires on account of eyes.

PRECIS OF SUBJECTS.

1. Advises Telegram
2. Serena. Quotes Stubenrauch's reply as to cost of hauling on
Slip at Porto Alegre.
3. Stanley Cemetery. Asks for contribution to Endowment Fund.
4. Telephone to Fitzroy. Mr Pocke's application
5. Accidents to Workmen. Reports case, G. Perring.
6. Marechal de Castries. Reports return of Cap. Cotruel.
7. "Wray Castle". Reports arrival with sundry baggage.
8. Canning Factory. Reports satisfactory progress.
9. Thomdale. Sets contract with Captain Poole.

PRECIS OF SUBJECTS.

1. Acknowledges despatch.
2. Malvina Wreck. Reports sale.
3. Lonsdale Towage. Refers to memo. sent with accounts.
4. Deannmont. Acknowledges report of refund of £60.
5. Stanley Hulks. Sends detailed report.
6. Inverness-shire. Reports departure and sends accounts.
7. Thorn Isle. Reports arrival on 11th Sept., sailed 30th.
8. Canning Company. Discusses method of working.
9. Suggested Coasting Steamer. Sends copies of replies to circular.
10. Sams on's Rudder. Reports damage and repair.
11. Smithy Boiler. Reports overhaul and reduction of pressure to 45 lbs.
12. Ship "Marechal de Castries". Reports towage to Reef Harbour.
13. Ekn. Ragnhild. Reports departure on 22nd September.
14. Legislative Council - Estimates 1911. Sends copy minutes.
15. Lonsdale Salvage. Submits list apportioning.
16. Draft for £8000. Advises, in favour of Crown Agents.
17. New Island Slip. Reports breakdown.

884 per Cris: a (5.9.10)

PRECIS OF SUBJECTS.

1. Acknowledges despatch letter and telegram.
2. Captain Mastz.
3. Malvina Wreck. Thinks should be sold.
4. Ship at New Island.
5. Inverness-shire. Sends corres. with Salvage Association.
6. Canning Scheme. Dispatch of Garland to Goose Green.
7. Sabino. Reports safe arrival at New Island.
8. Berkeley Sound Farm. Suggests payment of interest to Share.
9. Coasting Steamer. Views upon; circular to farmers.
10. Ragnhild. Reports progress.
11. Hattie L.M. Sends claims for coasting insurance.

533 per Orcoma (8.3.10)

RESUME OF SUBJECTS.

1. Acknowledges despatch and telegram.
2. West Falkland Mail Service. Reports contract with Salvesen.
3. Re-Stowing of tallow on the Ragnhild, 1909. Cost of.
4. Collection of Chartres Wool. Reports time occupied.
5. New Whaling Company. Commission on cash advances.
6. "Copley". Sailed on July 18th.
7. Incendiary fires, Acknowledges information.
8. Malvinas. Cannot be repaired; sends list of goods salvaged.
9. Canning Plant. Garland will be towed to Darwin.
10. Mr George Price Kinsey. No trace of.
11. W.B. Dixon. Sends copy report from B.A. Hospital.
12. Schooner "Hattie L.M.". Reports ashore at Bleaker.
13. Bonus 1909. Sends list.
14. Scott's Code, 1906 edition. Suggests copy be supplied to Stanley.
15. Influenza. Reports epidemic.
16. Timber direct from Sweden. Discusses advantages of shipment.
17. "Inverness-shire". Reports action taken, and condition of affairs.
18. Oil for Malvinas Engine. Suggests return in Ragnhild.
19. Ragnhild. Reports arrival on July 20th.
20. James Steel. Reports departure, also as to passage of daughter.
21. Sabino. Reports interview with new Manager of New Whaling Co.

381 per Oravia (11.7.10)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and letter
2. Average Adjustment on Commission of Ships Accounts.
3. Lonsdale. Expresses doubt as to return to Stanley.
4. Wireless Telegraphy. Further information from Stubenrauch.
5. Woods's Bagging. Advises sending samples.
6. Salvage of Malvina's Cargo. Reports result of operations.
7. Charge for towage for Lonsdale. Explains circumstances
8. Wool per Kenuta. Quantity shipped 487 NA, and 137 Dunnose Head.
9. James Stee, Mason. Absence during year 1899.
10. Bonus 1909. Conveys thanks of recipients.
11. Incendiary Fires. Reports action taken.
12. Canning Plant. Garland can be towed to Darwin, but should return.
13. Inverness-shire. Reports salvage of and sends documents.
14. W.B. Dixon. Reports return from Buenos Aires, not cured.
15. Copley. Repairs not quite completed; Credit exceeded by £150.