

## SALARY OF STANLEY BARNARD

For the year 1921 the total remuneration was  
£1027. 3. 10., made up as follows

3rd January

22

PRIVATE

The Secretary

LONDON

Dear Sir,

I received by the "Greema" your letter of November 2nd on the subject of the date on which I should hand over the Colonial Management to Mr. Gresham.

I place myself entirely in the hands of the Directors in this matter and will remain here for whatever period they may wish. I certainly had thought that various questions would have been settled within the next 2 or 3 months but there is little prospect of this at present.

The matter of reverting to schooners for coasting work has been unavoidably delayed and is now complicated by the shortage of labour for the Government have engaged all local men for the patrol boat and sealing guards and the Admiralty are employing all other surplus labour.

Another matter for settlement is the transfer of the "Acker" property and resulting farm arrangements. It is certainly desirable that Mr. Slaughter should have an opportunity of discussing this personally with the Director and it is no doubt as well that I should be called very considerably.

The Camp Manager's average salary for some years was £1140. It is now £1300, and, as is well known, he is supplied with free fuel and meat. He also has a plentiful supply of milk and butter from the cows at Darwin.

here whilst he is in England.

Yours faithfully,

The salaries of all Government officials have been raised, the increase varying from 25% to 50%, and they are all given free post.

Manager.

The cost of living has risen very appreciably.

### SALARY of STANLEY MANAGER.

For the year 1921 the total remuneration amounts to £ 1027. 3.10., made up as follows:-

Salary	£ 800.
Royal Insurance Commission	131. 17. 6.
Guarantee Society	16. 10.
Consular Bills of Health, P.S.N.	44. 16. 0.
Other Consular fees	48. 2. 6.
Lloyds Agency Fees.	1. 11. --.
	<hr/>
	£ 1027. 3. 10.

The Consular Fees other than fees for Bills of Health issued to P.S.N.C. steamers are above the average.

The average remuneration of the Manager for the past few years has been as follows:-

12 years, 1903 / 1914.	£1347.
2 " 1915 / 1916.	1610.
3 " 1917 / 1919.	1838.
1 " 1920.	1383.
1 " 1921.	1027.

This big drop is due to loss of bonus and commission, which amounted for many years to £ 560 per annum.

Every other employee of the Company has received an increase in wages during the last 3 years on account of the higher cost of living, but the Manager's emoluments have fallen very considerably.

The Camp Manager's average salary for some years was £ 1140; it is now £ 1300, and, as is well known, he is supplied with free fuel and meat. He also has a plentiful supply of milk and butter from the cows at Darwin.

The salaries of all Government officials have been raised, the increase varying from 25% to 37%, and they are all given free peat.

The cost of living has risen very appreciably since I

was here in 1917. Servants' wages, which were then £1.10.0. and £2. have now risen to £3, and only lately a maid whom I was paying £3 per month left to take another situation at £4. 10. 0. A cook cannot be obtained for less than £5.

Coal is absolutely prohibitive for fuel, and the price of peat has risen from 3/- per load to 4/3 and 4/6.

I think that the Directors will realise from the above that some rearrangement is imperative. But for the continuance of pension at £400 per annum I could not have made both ends meet on the 1921 total.

If the old system of paying partly by salary and partly by commission is continued, it would appear to be necessary to fix a minimum as in the case of the Camp Manager. There is no doubt that the salary of the Colonial Manager should be some £300 or £400 higher than that of the Camp Manager, for the latter is not called upon to maintain a large establishment, and with his fuel and meat and dairy products he is even at that figure as well off pecuniarily as the Colonial Manager whose responsibility is the greater.

Under the present arrangements the Colonial Manager is receiving nearly £300 less in actual pay alone.

inspected every year S. L. I. P.

The most suitable site from all points of view that we have been able to find is about midway between the slaughter house and the leading marks, that is, the line drawn on the chart of Stanley showing track through the Narrows. In selecting the site the points considered were the greatest possible gradient coupled with nature of beach and level and general character of land at the head of the proposed slip. At the point selected the bottom is small stones overlying stiff clay.

A line of soundings was taken every 20 feet in a true North direction perpendicular to beach as per diagram attached.

As these were taken at low water neaps it will be necessary to sound again at High water ordinary springs in order to ascertain the shortest possible length of underwater section for whatever draft of vessel it is finally decided upon to deal with.

Soundings were taken to a distance of 540 feet from approximate low water mark giving a mean gradient of 1 in 25 for 500 feet. For the first 100 feet from the beach the gradient is 1 in 21, but over the first 200 feet the mean gradient is 1 in 22. For practical working purposes a minimum of 3 feet should be added to the soundings given until opportunity occurs of taking proper H. W. O. S. soundings, which can then be reduced to L. W. O. S.

A generous allowance must be made for the rise and range of the tides here when estimating for the required depth of water at the outer end of the slip, for otherwise a fortnight may be lost waiting for sufficient water for hauling up the craft.

The latest proposed plan G. S. D. 50/51 does not appear to be ambitious enough as regards the draft and displacement weight of craft to be dealt with, even ruling as out of the question for the time being a vessel of the size of s.s. "Falkland".

It is suggested that a greater weight and deeper draft should be allowed for as the lighters, the smaller hulks and the schooners "Gwendolin" and "Lafonia" should really be



inspected every year or so.

Even though for financial reasons it may not at present be possible to construct a slip capable of dealing with vessels drawing say 11 feet of water, it would be desirable to plan it in such a way as to permit in the future of its being extended to take vessels of that draft without having at first to take up the outer section already laid down. If you have this object in view the slip should at the outset be capable of carrying the greater weight of such vessels. This contingency does not seem to have been allowed for in the latest plans, and would form one objection to the rail and carriage slipway, more especially if the slipping of whale catchers, which weigh probably about 400 tons, is contemplated. Furthermore, if it is proposed to cater for the fleet of whale catchers arrangements would have to be made for 4 or 5 to be up at the same time. Possibly the consulting engineer may have some scheme by which the moveable cradles can be run on to side rails to the right and left of the main slipway without great additional expense.

If the main object is to secure the whale catchers' business and the above scheme of side rails is not practicable, the only alternative would be hauling up the vessels on skids on a grid slipway without rails as is done in Montevideo and Punta Arenas.

It is freely admitted that the rail and roller type would be the easiest to work as entailing far less hand or mechanical power for hauling up and down, and would probably be quicker to construct.

The cost will depend largely upon how many vessels are dealt with - if you have to deal with 5 whale catchers simultaneously a greater land area will be required above the slipway, entailing considerably more excavation.

The question is one of what are the ultimate requirements and what future development may be expected. It must be noted that it is doubtful whether there is sufficient room on the site selected for a second larger slip to be constructed alongside the first if such were eventually required.

As regards the landward end the necessary excavations are estimated roughly as follows:-

For a slip taking one vessel only,	670 cubic yds.
For a slip with side rails taking 5 vessels at a time of 20 ft beam each, allowing 20 feet between each craft for working,	4450 " "
For a grid slipway hauling vessels up on <del>grids</del> skids,	9400 " "

One man should excavate from 5 to 8 cubic yards per day according to the nature of the earth. The cost might be taken at say 1/6 per cubic yard, plus another 6d for wheeling or carting away.

Stanley,

Falkland Islands,

16th January, 1922.

"Orita".

589.

18th January,

22.

Sir,

My last despatch left per "Orcoma" on 1st December.

2. 1220 - 6. Since writing last August that we could man two schooners with local men conditions have undergone a change. The Government Patrol Boat has absorbed quite a number of men, and the Officer in charge of the Admiralty works has engaged about twenty hence we have had difficulty in finding enough men for the "Gwendolin", and Captain Owen has only just managed to get sufficient for the "Falkland".

3. 1220 - 9. The reduction of ocean freights is satisfactory so far as it goes, but we wish that it had gone further. It will be seen from the enclosed copy of letter from Mr Hobbs that the steamship companies have reduced freight for Punta Arenas farmers to £9. - they are, however, not satisfied with this as Mr Hobbs has the offer of a steamer to load 8,000 bales at £6. per ton.

In informing our clients of the new rates I have not said anything as to the offer of the Transport Company to give a rebate of all profits in excess of £3,000. The heavy expenses in Buenos Aires reduces the prospect of a profit very considerably.

4. 1220 - 10. We imported 300 cases of petrol from Buenos Aires in the "Falkland" and have no difficulty in obtaining kerosene by P.S.N.C. mail boats.

The Secretary,

LONDON.

5. 1220 - 13. The news that the Directors propose to purchase a wooden tug is most welcome, and from the description of the launch offered I should say that it should be just the boat that would suit our work. I sincerely hope to hear that the Directors have purchased her.

6. 1220 - 16. The reason for asking you not to take any steps towards appointing another clerk for this office yet is that Mr Moir, the Junior Clerk, is remaining on for the present.

7. The arrangements for shipping produce have been entirely upset by the delay in the return of the "Palkland". Our first advice was that she would leave Buenos Aires on 2nd December, which would have given ample time for the collection of 600 bales of wool before Christmas. Then we were told she would leave on the 8th, then the 17th, then the 22nd, and she left finally on the 24th, arriving here on 30th December. Many stations on both East and West were short of shearing materials, so I sent the "Gwendolin" to all ports in Salvador with their supplies, and loaded the "Palkland" for the West immediately on her return. Mr Slaughter in the meantime had run out of provisions at Darwin and was storing wool in the open, so the "Gwendolin" made a trip there. At Walker Creek the same happened, necessitating a load from there by schooner. I received your cable as to insurance and replied that the "Gwendolin" would be laid up about the middle of January, adding that she would probably resume running later on in connection with the "Bertha" wood.

8. From the complete copy of telegrams and correspondence with the P.S.N.C., Valparaiso, it will be seen that a direct steamer homeward with wool in January was impracticable. The first boat will be the "Ballena" about the end of next month, and we expect to get about 3,000 bales away by that opportunity. I hope to receive instructions soon as to whether to ship locks, bellies and pieces.



9. I have had some correspondence with Mr H. J. Vitaluga as to his account which shows a debit of about £1,300 at the end of 1921. I pointed out that under the circumstances we could hardly continue to make payments in England amounting to over £300 per annum. He has now arranged for his Bank to pay to you the sum of £800, and the monthly payments are reduced by more than one-half. He asks that they may be continued at this reduced figure.

10. The arrangements for closing down the Naval high power Wireless Station and reverting to the small 5 k.w. plant are taking longer than anticipated. The Admiralty no doubt thought that the big station would have been closed down some time ago as they cancelled the delivery of 150 tons of coal from the "Huanchaco". They are now short, and we have been able to dispose of over 100 tons from our supply at £7. 7. 6 per ton. This is satisfactory as we ought to be able to replace this at a much lower figure. We retained sufficient for domestic consumption at Darwin and for boiling down, but the stock should be replenished as early as convenient. I have therefore cabled you that we could do with 500 tons between ourselves and the Transport Company, and trust that this will enable you to arrange with the P.S.N.C. for a call of a cargo steamer which would be able to bring out the new tug.

11. I wrote shortly by last mail as to the share which should be paid by the Dependencies towards the cost of central administration - hitherto I have had to allude to it in general terms only, but now that the Governor has made a public announcement in the Legislative Council I am at liberty to explain more fully.

As I understand the matter, the Colonial Office officials formed, especially during Sir Douglas Young's term of office, a very exaggerated idea of the prosperity of the sheepfarmers and the Colony generally, owing to the high value of wool during the war. They were, of course, making large

No. 589, per "Crita", 18/1/22.

4.

profits, but the full value was enjoyed only by those farmers who resided here, and who were not liable for payment of Excess Profits Duty and other taxation, a fact which the Colonial Office seems to have ignored.

The Secretary of State has always striven for more expenditure on the Dependencies, largely, I believe, owing to representations from Messrs Salvesen, who doubtless would have preferred less taxation of their own industry. But there was the practical difficulty that there were few objects in the Dependencies upon which money could be spent, and we then had a Departmental Committee to report upon "Research and Development" in the Dependencies. Probably this step was instigated by the British Museum Scientists, and it may be noted that in their report they admit that other countries or colonies would benefit by the researches. But there is no suggestion that these other countries should bear any share of the cost, the whole of which would be defrayed from the surplus revenue of the Falkland Islands Dependencies. Hence the policy of the Colonial Office has all along been that the Dependencies should pay only the expenses ascertaining strictly to themselves, leaving the Falkland Islands to defray all costs of central administration, thus swelling their "Research" Fund as much as they possibly could. Colonel Amery, when Secretary of State, laid down that after paying its own officials the contribution of the Dependencies towards central administration should not exceed £ 2,750 per annum.

It is against this unfair distribution of the cost of administration that I have been fighting, for the cost of Government here since whaling started has increased enormously, and if the Falkland Islands proper had to pay all this increase it would follow that taxation would have to be largely increased and we know that all this would fall upon the sheepfarming industry. Hence my contention that in such a case it would be the farmers here who would in effect be contributing largely

towards the fund for whaling research, the benefits of which, if any, would be shared by other countries and colonies.

The Governor has gone most thoroughly into the question with the Colonial Office and urged that the Dependencies should contribute 40% of the cost of all services excluding the purely local Educational, Ecclesiastical and Transport votes.

He was good enough to show me and discuss the original draft of his despatch. About a week later he told me that some remarks I made upon it had set him thinking, and he then re-cast it, making what I think is an unanswerable case. If the Colonial Office agrees, the share of the Dependencies would amount to about £ 11,000 per annum, and with that sum there should be no call for any extra taxation. The Colonial Office are, however, fairly insistent upon more revenue being raised, and the Governor may be compelled to throw a sop to them by some trifling increases.

12. It occurs to me on reading over despatches during the past year that the Board may think that I have devoted an undue amount of time or attention to Government matters. I should like to take the opportunity of saying that after a year's dealings with the present Governor I feel convinced that the relations between the Government and the Company, both from the personal as well as the business point of view, are infinitely better than ever before in my 30 years residence here.

I feel sure that Mr Middleton will by now have discounted much of the odium heaped upon us to the Colonial Office by previous Governors, and it is only fair to add that during Mr Martin's short term of office he, too, formed quite a different opinion to that expressed by previous Governors. And it may be pointed out that in addition to the advantages to be expected in the future from these improved relations, we have reaped tangible results in the way of work which Mr Middleton has placed with us. We have done a certain amount of road repairing during slack times, carried out repairs to

both the Government launch and the new patrol boat, and various other carpentering work. The wages on these have amounted to over £ 700 in the year, and we have sold stores to the Government to the value of £ 1,200. The time devoted to Government matters has therefore been well spent; I know that the Directors have always desired that good relations should be cultivated and the soundness of that policy is now proved and justified by actual results.

18. I think it desirable to bring to the notice of the Directors the question of the remuneration of the Colonial Manager, and enclose a memorandum on the subject for their consideration.

14. The Cash balance at Stanley at the end of December amounts to the unrecruited total of £ 8613. I should explain that we are not holding this in actual cash, but have nearly £ 5,000 on deposit with the Colonial Government.

The balance has risen steadily from £ 2,600 at the end of October, and has caused me considerable concern. The reasons for this accumulation are various:-

(1) We have received large sums during the year from the Colonial Government, for stores sold £ 1,200, for labour £ 700, and heavy sums for passages by P.S.N.C. steamers.

(2) The amounts paid into the Government Savings Bank are much below the average, as the working men have not been able to save much on their wages owing to the high cost of stores.

(3) For the same reason, and owing to reduction of the number of men employed, the cheques drawn on us by clients are less in amount.

(4) Customs Duties for the last 4 months amounted to only £ 500.

Our disbursements in December are usually very heavy, but the number of cheques presented was small, and during that month we received £ 4,600 in payment of store



accounts. All this has caused the balance to swell to such a figure.

This will now be adjusted as follows - At the end of this month we have to pay the Government £ 4,000 for Land Tax and about £ 1,000 for Probate duties on Mr W. A. Cameron's Estate; against this I am sending you now Mr J. H. Cameron's cheque for £ 950. I have also arranged with the Governor to stop 3 months' payments of £ 1,000 to the Crown Agents for the months of January, February and March. I had thought of taking this step before, but hesitated to do so as the Governor on one occasion told me that he did not see why we should have this facility free of charge. Hence I feared that if we asked to be allowed to interrupt this arrangement they might have withdrawn it altogether. But the Governor has now assured me that he would not think of upsetting the agreement which has been force for so many years.

15. The above arrangements and the remittances we are making this mail will relieve your financial position in London to some small extent, for I realise that you will not receive anything for proceeds of wool until about the end of April. The stoppage of 3 payments to the Crown Agents will be, £ 3000.

Mr Cameron's and other cheques, say 1000.

Admiralty accounts, £160, £140, £800, 1100.

Payment from Mr Pitalugh's bank 800/-

a total of nearly £ 6,000, although we shall be drawing rather heavily in favour of the S.N.C. by this mail.

16. I am glad that the Governor asked me to call and talk over the question of transfer of Mr Locke's property. He explained that his reason for withholding approval was that, as it was an important transaction, he wished everything to be in correct order and in conformity with the local law which prescribes the exact manner in which leases should be transferred. He added that considerable confusion had been caused in the past over similar transactions, instancing

especially the controversy over the transfer many years ago of a part of the Vitaluga Estate to Cameron, which Mr Cobb will doubtless remember; this question has been raised again by Mr H. J. Vitaluga and the settlement of the Cameron Estate business held up in consequence. Mr Locke's deed of transfer and the Powers of Attorney to myself and Mr Felton were sent to the Governor and a copy of official letter and reply is enclosed. Thinking that the Directors would be glad to know that arrangements are now proceeding satisfactorily I added a few words to that effect in a recent telegram.

17. By last mail your attention was drawn to complaints arising from the manner in which our shipping documents are made out by Messrs Lowden Connell & Co. Since then we have been summoned for a breach of the Customs Ordinance caused by their omission to enter on the Bill of lading of the "Orcoon" dutiable goods shipped by them for the use of the "Falkland". Details are given in the enclosed copy of letter to them. During the past 20 years we have never had to appear in the Court to answer any charge against ourselves and it is distinctly humiliating to appear as a defendant and be fined. In addition to the annoyance caused and the waste of time it lowers the prestige of the Company. The Collector of Customs has warned us that any further breach will not be treated so leniently.

18. 1220 - 12. I enclose a memorandum on the subject of slip drawn up by Mr Roberts and myself. The size and strength of construction depend of course upon the expected ultimate development. If the object is to secure the business of slipping, and repairing if necessary, the fleet of whale catchers, the slip should be designed accordingly. We might construct now a light slip capable of dealing with the lighters and the tug, and such a slip would not be too expensive, but should the business of slipping whale catchers eventuate, this light slip would not be strong enough to carry the weight and might have to be scrapped altogether. The point to be decided is

therefore whether the Directors will go to the expense in the first instance of constructing sufficiently strongly to take the heavier weight and capable of extension for the deeper draft.

As regards concrete walls instead of timber ways, there is no doubt that the former would be preferable, but the cost is bound to be higher, for a considerable amount of timber and labour would be required for coffer dams. The question of winding gear can be left until later for decision— if you have heavy craft an ordinary capstan would not be suitable.

19. 1220 — 3. Your despatch by the incoming mail will no doubt inform me of the views of the Board as to surrendering a piece of land to the Government for grazing Stanley cattle. I have in the meantime had a further talk with the Governor about this, and have told him that Mr. Backe agrees that the surrender of Sparrow Cove would spoil the Port Louis block. I took the opportunity of discussing the question of small holdings and think that the Governor now realises that these are quite uneconomic and that there is not a living to be made out of a small farm, even if near Stanley. He told me that there is an understanding that the lessees of Moody Valley and Mullet Creek farms would not be dispossessed during their lifetime but that no leases of these holdings will be granted after the death of the present holders. He said that the Mullet Creek land would be quite the most suitable for grazing the Stanley cows, adding that the place is not at present being looked after at all, and asked whether I thought that Browning would give it up. I told him that Browning was now £500 in debt to us and that we could not go on paying Land Tax or rent. The latter was paid last December by us for it would have been unfair on our part to have withheld payment without first giving Browning due notice. The son who "manages" the place has been refused any further cash or stores, and some mails back I drew your attention to the fact that the account can no longer bear the monthly payment of £6 in England. It



No. 589, per "Orita" 18/1/22 10

seems to me that the time has come when the whole question should be gone into at home with Browning. He would be entitled to some compensation for fencing and buildings, and it would pay us to take over the stock at possibly something over their real value if by so doing we avoid giving the Governor some piece of land near Stanley. So far as Browning himself is concerned it is quite patent that he cannot get anything out of the place by continuing. If he sells out there should be perhaps £ 300 or so left after paying our account, and this would provide him with £70 per annum for about 5 years, which is somewhere near his expectation of life at his present age.

20. Adverting to para. 15 we are sending by this mail in addition to the sums detailed, a draft upon the Crown Agents for £ 2,000. This is for the credit of Port Stephens Station when matured.

21. I reported by last mail that the Norwegian whaling factory steamer *Gubernoren* had gone ashore during the night of 29th November. Seventy of the crew were sent away in the "Orcoma", and subsequently the three whale catchers were permitted to proceed to the South Shetlands to work in connection with the other whaling companies.

In the meantime the catchers paid visits to the wreck with the object of salvaging what they could, but as one of these boats lost an anchor on two occasions the Masters hesitated to venture very much and the salvage amounted to very little.

This has been a difficult case to deal with owing to the apparent apathy of the underwriters to whom I sent a telegram as follows -

Dec. 2nd. *Gubernoren* ashore Falklands holed. Fear "total loss."

Dec. 7th. Surveyors report lies in an exposed position. Cow Bay full of water holed aft and forward. uncertain whether holed under engine room. No



divers available. No appliances here for salvage. Not likely to break up rapidly. Unable to give definite opinion as to prospects of salvage without diver's inspection.

Dec. 9th. Guvernoren settling down heavy list to port. little prospect of salvage of hull. It was not until the 19th that I received their reply dated 9th December. we are endeavouring to send surveyor from River Plate accompanied by diver.

On 21st December I cabled again that she was settling down, decks awash at high water, and, hearing nothing further, cabled on 9th January that I had received no instructions since 21st December and that I could not prevent condemnation.

In the meantime the owners had been constantly telegraphing to the Captain asking whether she has been condemned as a total loss, so on the 17th instant surveyors were sent out again, and they reported that it would be impossible to repair her.

I have gone into a somewhat lengthy explanation as this case involves a large sum of money, the total insurance being, I understand, £ 236,000.

My own opinion from the beginning was that the steamer would be a total loss but I felt that with such a heavy sum involved the Underwriters ought to be afforded an opportunity of obtaining the opinion of their own special representatives rather than that the vessel should be condemned out of hand by local surveyors. After lying in an exposed position off Cape Carysford for 7 weeks the vessel has settled down more and there is little doubt that the bottom is now gone.

There is a good deal of salveable material but it is risky work for anything but a steam vessel or a small cutter which could be made fast alongside. There is no anchorage near and the salving vessel should have the power

to get away the moment the sea becomes threatening.

The Captain with his Chief Officer, Engineer and the others is proceeding to Punta Arenas by this opportunity.

1. Despatch No 589.

22.

The above despatch is completed today, 17th January.

We did not expect the "Orita" until the 18th or 19th but we received at 1 p.m. to-day a wireless message from the Captain that he will arrive to night. This is the first news we have had of her movements since she left Lisbon.

The Wireless communication is at its worst during the summer months here.

7. Remarks on Stores

8. Cash Book for November & December

9. Pitaroy and Port Louis (Anchoring Returns)

I am,

10. Memo re Salary of Stanley Manager (with copies).

Sir,

11. do Slip (with copies) Your obedient servant,

12. Return of Stanley Wages for Decr

13. Coasting Insurance Novr and Decr.

14. "Uwendolin" - Report inwards.

Manager.

15. F.I. Gazettes - Novr & Decr

16. F.I. Magazines - Decr and Jan'y, 1922.

17. Copy of F.I. T. Co's A/C. to 31st Decr 1921.

18. do F.S.N.C. A/C to 17th January, 1922.

19. Shipping Report.

Correspondence -

To Lowden, Connell & Co. 14th Dec, 10th & 16th Jan'y

" F.S.N.C. Valpo. 10th Jan'y.

London Salvage Assn.

Re Packer Property.

To C.C. Wesell and H.J. Vitaluga.

Re J.L. Waldron, Ltd A/B current.

To Gibbs & Co, Valparaiso.

Circular re new rates of freight.

From E.W. Hobbs re freights and schooners.

A. Moir re Millinery goods.

To Captain Berggreen - S.S. "Guvernoren".

# SPECIFICATIONS

Mark.

Pool

Risks

K.C.

H

6

B

120

ENCLOSURES

DUPLICATE Despatch No 588.

ORIGINALS.

1. Despatch No. 589.
2. Cash Book for November & December.
3. Journal for November.
4. Statement on A/Cs.
5. Remarks on A/Cs.
6. Store Indent No. 573.
7. Remarks on Stores.
8. Cash Vouchers West Store - Novr & Decr.
9. Fitzroy and Port Louis Lambmarking Returns.
10. Memo re Salary of Stanley Manager. (with copies).
11. do Slip. (with copies).
12. Return of Stanley Wages, Or Decr.
13. Coasting Insurance Novr and Decr.
14. "Gwendolin" - Report Inwards.
15. F.I. Gazettes - Novr & Decr.
16. F.I. Magazines - Decr and Jany, 1922.
17. Copy of F.I.T.Co's A/C. to 31st Decr 1921.
18. do P.S.N.C. A/C to 17th January, 1921.
19. Shipping Report.  
Correspondence -  
To Lowden, Connell & Co. 14th Dec, 10th & 16th Jany.  
" P.S.N.C. Valpo. 10th Jany.  
" London Salvage Assn.  
Re Packe Property.  
To C.C. Wesell and H.J. Pitaluga.  
Re J.H. Waldron, Ltd A/C current.  
To Gibbs & Co, Valparaiso.  
Circular re new rates of freight.  
From E.W. Hobbs re freights and schooners.  
" A. Moir re Millinery goods.  
To Captain Berggreen - s.s. "Guvernoren".

SPECIFICATIONS:-

<u>Mark</u>	<u>Wool</u>	<u>Skins</u>
W.C.	3	6
S	120	

Supplementary Cover.Enclosures.

Camp Manager's Report, 15th January.

Statement on Account.

Indent 573 - Dr. Herklots.

Indent - Mann, Byars, Ltd.

Diagram of proposed site for Slip.



PROPERTY TAKEN OVER FROM MR. VERE PACKE  
 SCHEDULE OF LEASES &c. SENT TO STANLEY, 21ST SEPT 1921

759

No.	Property	Expiration date	
No. 59, 60, 61		Dec 24	
No. 62	South West of Estancia	xxx 23	1917
No. 22	Part of West Cove Reserve	..	
No. 3	Long Island	..	
No. 46	Estancia	..	
No. 15	Fitzroy	..	
No. 16	Swan Inlet	..	
No. 17	Island Harbour	..	
No. 1	Port Harriet	..	
No. 2	Kelp Lagoon	..	
No. 5	Port Louis	..	
No. 4	Kidney Island	..	
No. 58	North Port Harriet	..	
No. 57	Sparrow Cove	..	
	Sparrow Cove	..	
		Dec 24	1915
		Dec 24	1915
		Dec 23	1916

Grant No. 20 Sparrow Cove No. 1  
 24 Port Harriet " 1  
 26 Long Island " 2 B  
 42 Kelp Lagoon  
 130 Fitzroy  
 131 Swan Inlet  
 171 Port Pleasant No. C. 17  
 285 South West Estancia  
 293 No. 59, 60, 61  
 360 No. 46 Estancia  
 195  
 234  
 235  
 236  
 253  
 254 and 3 Grants not numbered

Conveyance A. Fleuret to Vere Packe

.. the G. Clothier to Mrs. Fleuret.

Mortgage of Vere Packe to Mrs. E. Packe & Mr. E. Packe

Transfer of Mortgage - Mrs. E. Packe to herself & Sir Vere Isham.

Release of Mortgage - Mrs. E. Packe & Sir Vere Isham to V. Packe.

Grants were numbered with .. until there is more security for the mails but we not better send as we are now doing, namely, post the large registered packages in the ordinary way, sending just the duplicates to Valparaiso to be posted via the Transandine Railway.

3. 1211 - 14. You will find enclosed a copy of a letter to the Government commencing to them the letter from the London, 21st September, 1921.

the opportunity to raise the question of permission for the "Palkland" to have a local run acquainted with the Coast

The Secretary,

LONDON.

"Magellan"

590

17 March, 22.

Sir, I wrote last per "Orita" which left on the 17th January, and received by that steamer your despatch No. 1221.

2. 1221 - 2. You have animadverted many times upon the failure of the postmaster here to send all our mails by the Andes, and it is only fair to him to explain that for over a year he has been in communication with the G.P.O. London on the subject.

Trials have been made and on two occasions the mail was tampered with; on one of these occasions certain Government drafts were abstracted or at any rate went astray. As the postmaster says, no satisfaction can be got out of the Chilean Government and it would seem that any advantage which may accrue from the time saved would hardly balance the loss if our registered packages containing cheques or drafts were tampered with. Until there is more security for the mails had we not better send as we are now doing, namely, post the large registered packages in the ordinary way, sending just the duplicates to Valparaiso to be posted via the Transandine Railway?

3. 1221 - 14. You will find enclosed a copy of a letter to the Government communicating to them the letter from the Board of Trade as to certificated Masters. I have taken the opportunity to raise the question of permission for the "Falkland" to have a local man acquainted with the Coast

The Secretary,

LONDON.

No. 590, per "Magellan" 17/3/22. 2.

instead of a certificated officer from home. In 1914 the Government took up the question of local certificates and an Ordinance was drafted but this was left in abeyance on account of the War. You will find the draft Ordinance published in the Gazette of 1st May, 1914.

4. 1221 - 5. The purchase of the "Kelp" is noted, but I cannot refrain from expressing extreme regret that a steel boat has been bought instead of a wooden one. On the receipt of your previous despatch we were all delighted to learn that there was a prospect of having a wooden vessel for the expense of maintenance in every way would have been less.

5. 1221 - 7. We had a short trial of the heavy oil in the motorboat. The consumption of heavy oil is 1.58 gallons per hour against 1.43 of ordinary paraffin. The saving in cost per hour's running amounts to about 1s/1d. We are asking you to send a further supply.

6. 1221 - 9. It certainly does not seem to be worth while to insure houses ourselves now that the Royal Insurance Company have reduced their premium to 5s/8d nett.

7. 1221 - 11. In dealing with the transfer of Mr. Locke's property it is necessary to follow closely the provisions of the local Land Ordinance of 1903. It is quite true that with the exception of Sparrow Cove and West Cove Reserve the leases had all expired with the payment of the first instalment of the purchase money, but some official declaration and recognition of the transfer of the interest in those old leases is indispensable to validate the title of the Company to the issue of the Crown Grant in the year 1942 when the last instalment of the purchase money is paid.

If you will follow the Land Ordinance you will see that the procedure for purchase is as follows:-

- (i) The holder of the lease must apply for purchase within one year of the expiration of the lease.
- (ii) The lessee must receive notice from the Government

Secretary's letter of 17th January, 1911, to Mr. ...



No. 590, per "Magellan" 17/3/22. 3.

that his application to purchase has been registered and he must make payments as indicated.

(iii) The same clause (No. 14) of the Ordinance proceeds to specify that if the purchaser fails to pay any instalment the Governor shall declare every lease held by him to be null and void and all instalments already paid are forfeited to the Crown. This indicates that although the leases may have expired by effluxion of time they are still indispensable documents for the purpose of completing the purchase and for claiming finally the issue of a Crown Grant.

The procedure for transferring a lease is laid down in clause 21 (b), and although the leases have expired it is necessary that we should hold proof in the manner indicated in the law that the title and interest in the lease has been transferred to us.

It is true that the Ordinance does not specify that the Governor's approval must be applied for first, but the transfer is not complete until the transaction is registered in the office of the Colonial Secretary, and he certainly would not register until the Governor had expressed approval.

The letter from the Colonial Office in 1891 states that the purchasing lessee would be "virtually" the owner of the property on payment of the first instalment, and as you say "Mr Packe's title cannot be disputed." There has been no question whatever of his title, but the point is to secure from the Government here the transfer of that title to us, and the Governor requires that this should be transferred in accordance with the provisions of our local legislation which has been enacted since the Colonial Office letter was written.

This has now been carried out as follows:-

(i) I obtained a certified copy of the Colonial Secretary's letter of 17th January, 1911, to Mr Packe sanc-



No. 590, per "Magellan", 17/3/22. 4.

tioning the application to purchase and have had this registered in the Land Register of the Registrar General.

(ii) The leases have all been endorsed -

(a) by Mr Felton as Attorney for Mr Packer, transferring the title and interest to the Company.

(b) by myself accepting the same on behalf of the Company.

(c) by the Governor approving the transfer.

(d) by the Registrar, certifying registration of the transfer.

(iii) The transfer has been recorded in the Office of the Colonial Secretary.

The above disposes of the leasehold property.

As regards freehold property a Conveyance in accordance with the Schedule (Form 1) of the "Titles to Land Ordinance, 1904" has been drawn up, executed and registered here.

I was in some difficulty as to what to enter on the Conveyance as the Consideration money - something had to be stated and I estimated that 3,500 shares in the Company out of the total of 50,000 would be about the proportion of the value of the freehold land.

There still remained the assignment of buildings, fencing and stock, part of which is on the freehold land and part on the land still under purchase.

The Deed of 14th February executed by Mr Packer makes no mention whatever of buildings, fencing or stock, but the Power of Attorney to Mr Felton instructs him to transfer these to the Company. It was not feasible to effect this on the Deeds transferring land under purchase and I therefore drew up a separate document. This has been executed - if the Board's legal advisers consider that it is <sup>not</sup> sufficiently valid the Directors will no doubt procure a legal assignment or transfer from Mr Packer. It seemed to me to be advisable to have something here in case of mishap, and acting on the advice of the Government

No. 590, per "Magellan", 17/3/22. 5.

authorities I have had this registered as well.

I was not able to get through this business without the old controversy between Mr Packe and the Government being resuscitated as to the 1228 acres North of the Murrel which for many years they persisted in regarding as Suburban land. Fortunately, Mr Packe had left a complete file of the correspondence, and the Governor is now quite satisfied that it was agreed in 1915 that this land should revert to Section 59 as county land and be included in that section. All documents are returned to you as instructed.

8. 1221 - 12. The purchase of Sullivan House furniture is noted. It would be wise to retain some of the articles if the Government do eventually purchase the house.

9. 1221 - 13. The correspondence with Messrs Lowden, Connell & Co. on the question of coal is decidedly illuminating. Had we left them in the lurch and sold coal to the Whalers we should have made a profit of £1,200 as they needed coal so badly, and on the face of this Lowden's proposition to replace what we had lent would have involved us in a loss of £500.

10. 1221 - 17. Some fortnight or so ago the Governor asked me to call in order to discuss with him the question of the slip. He explained that the construction of a Government slip had been under consideration for some years past, and that the Colonial Office had approved of the work being undertaken, including repairing shops etc, with a view to slipping the 30 whalers which lay up every winter at Montevideo.

He said that if the Company would construct a slip capable of dealing with these 30 whale catchers during the seven winter months he was willing to recommend that the Government should stand aside and leave this to private enterprise. If the Company were willing to proceed in the matter he would put up to auction a lease of the site selected as the most suitable. The lease would be a long one and the

No. 590, per "Magellan", 17/3/22. 6.

condition of it would be that the site is used for constructing the slip, that work should be commenced within a specified time and that a fixed sum should be spent on it within a further specified period. He happened to add "£20,000 or £30,000 as the case might be". I said at once that I did not think that anything like so much would be needed, for it would not be necessary to construct repairing shops near the slip, and that the existing plant which we possess was quite sufficient to cope with the ordinary repairs needed. He said that the boats were considerably knocked about during the whale catching season, and that he anticipated a good deal of repair work. I explained that even so the bulk of the work was always done in a shop which might be a mile or two away, for most repairs are done to vessels lying at anchor. I said too that until whoever undertook the enterprise had had some experience of the nature and extent of the repairs it would be very difficult to judge what plant to lay down, and that if the Company did decide to undertake it, they would naturally increase their plant according to the experience gained.

I must admit that I feel considerable diffidence in giving my own views on this question. The Directors would not of course contemplate venturing such a sum as £20,000, but the construction of a slip capable of taking up these catchers five at a time would undoubtedly be a very large sum. I find that Mr Roberts and I have considerably underestimated the cost of excavation, for the Admiralty is paying 4s/6d per cubic yard. We should have 10,000 yards to excavate, so that this alone would cost over £2,000, and by the time you have imported extra labour and provided some housing facilities, the slip with proper winding gear and buildings would probably run into five figures.

Then the question arises, what guarantee have we that all the whalers would use our slip? To make it pay we should have to secure the business of pretty well all



No. 590, per "Magellan", 17/3/22. 7.

of them, for I imagine that the charge for slipping ought to be as nearly as possible the same as the charge in Montevideo, which Mr Roberts ascertained is about £ 70.

If on the other hand the slip is built by the Government they would endeavour to secure themselves by making it a condition of the Whaling Licence that the catchers are slipped here. It might therefore be a sounder policy to let the Government build and ensure the wintering of all the catchers here, and endeavour to induce the Government to confine their activities to simple slipping and to leave to private enterprise any repairing. We have a strong case for this argument as we have the necessary plant and skilled labour - if they propose to do repairing their plant and labour would be idle during the summer months, whereas we should have plenty of work to occupy our shops and men.

But whatever happens, I do trust that there will be no question of a separate syndicate financing the slip. If we are unable to do it ourselves I would far rather see it left to the Government for when others are interested jointly with ourselves we seem to be expected to do most of the work - and at cost price - whereas the outsiders take their full half of any profits accruing.

11. 1221 - 19. As the "Falkland" is continuing to run there is not much work for the boiler on the "Great Britain" but it will be well to have this replaced before we revert to schooners and whilst Mr Peters is here.

You do not say whether a Cochran boiler will be purchased; in spite of the increased cost I would stringly recommend this if possible. Freight, cost of placing in position and fitting all connections is the same for a cheap boiler as for an expensive one, and you gain considerably in the long run by purchasing a good article which will remain efficient for probably a good many years more than the cheaper.

12. 1221 - 25. The shipment of the 15 rams is a chapter



of accidents, and the cancellation of the "Ortega's" call is most unfortunate. Copy of correspondence with the Government is enclosed and I trust that we shall succeed in getting the rams through all right.

I had taken the opportunity of going to Darwin on 25th January and took Mr Henniker Heaton, the Colonial Secretary, with me. Consequently we were there when the Official letter of 26th January was sent. Mr Slaughter and myself were able to discuss the matter with Mr Heaton and Mr Gresham discussed it with the Governor. We pointed out that the conditions they laid down in clause 2 of that letter were absolutely impossible, for there is scab in South America at all times, and the certificate they asked for could not possibly be obtained. The suggestions as to the way out detailed in Mr Gresham's letter of the 30th January really emanated from the Governor as the result of the discussions, and we applied for the same concessions for the Hill Cove and Port Howard rams in case they are sent in the same way as ours.

13. Copy of correspondence with the Colonial Secretary is enclosed as to renewal of leases of Darwin Harbour and Port Sussex Reserves. These leases have now been endorsed by the Governor renewing them for two periods of 3 years each, to June, 1922 and to June, 1925.

14. I should be glad if the Directors would instruct me as to how the Commission of 1% payable to the Colonial Manager in respect of the Dividend declared on 1920 accounts should be allocated. Mr Houston was Manager up to 9th April 1920, and Mr Gresham acted from that date until 6th October when I arrived by the "Huanchaco" and took over the management.

15. Whilst engaged on salvage work from the wreck of the s.s. "Guvernoeren" the "Gwendolin" sustained the loss of anchor and chain and damage to her windlass. She was at anchor in Cow Bay when a strong gale sprang up from the Eastward, and to save the vessel it was necessary for her to

No. 590, per "Magellan", 17/3/22. 9.

get away to sea. The vessel plunged so heavily owing to the high and steep sea that there was nothing for it but to slip. Captain Roberts endeavoured to buoy the chain, but this jammed in the hawsepipe and had to be cut away.

A copy of Note of Protest with extract from the log is sent herewith together with account £ 66. 16. 0, which I trust you will be able to recover from the Underwriters.

16. 1222 The above was all written in anticipation that the "Magellan" would arrive here at the beginning of the month as the P. S. N. C. informed us that she should be here "the first days of March". On the 7th instant I received per s.s. "Antartico" from Punta Arenas your Despatch No. 1222 per "Ortega", and on the 9th your important telegram about the "Falkland" and the construction of a slip.

17. 1222 - 6. I took advantage of Messrs Braun & Blanchard's diver coming over in the s.s. "Antartico" to engage his services for a fee of Ten Pounds to have a look at the bottom of the "Lady Elizabeth", and enclose a copy of his report. He said that to examine both sides thoroughly would mean a good deal of time, but we were able to indicate from the report of 1905 of the diver Weiske where examination was wanted, and he certainly carried this out carefully, being under water for four spells of over 20 minutes each. According to Mr Sorensen there is no torn plate as stated by Weiske in 1905, nor is the keel bent in flat into the ship. I told Lloyds in 1905 that it was difficult to credit what Weiske had stated, but you will see from the correspondence of the time that they replied that there was no reason to doubt him. I am chary of relaxing the prohibition and will not.

We will await further instructions before taking any further steps. The farmers here. It is to be hoped that

18. 1222 - 9. From letters received from Punta Arenas I judge that the rates of £ 7 per ton weight or £ 2. 6. 8. per ton measurement, which agree with the figures given by my correspondent, are not offers from the Conference Lines

but are the rates at which Messrs Braun & Blanchard are prepared to ship wool. The shipping business in Chile is undergoing a complete change resulting from the enactment of a Navigation law similar to the Argentine, which prohibits coastal trading being done except in vessels carrying the Chilean flag. I am given to understand that owing to this the P.S.N.C. have laid up all their West Coast boats.

19. 1222 - 10. Your telegram received on the 9th instant foreshadowing the purchase of the s.s. "Falkland" renders it unnecessary for me to do more than acknowledge this paragraph.

20. 1222 - 14. The Governor is very fully occupied at present and I doubt whether he will be able to spare time to discuss the question of live rams from Patagonia until after the "Orcoma" has left. Apparently it is ourselves who are mainly responsible for the stringent prohibition of importation of live stock from Patagonia. The Board will recollect that early in 1920 a report reached Mr Blake that there had been an outbreak of Foot and Mouth Disease in Patagonia and a letter was written to the Colonial Office. Acting upon that numerous telegrams passed between the Governor and the Minister at Buenos Aires and the Consul at Punta Arenas, but I believe that no official confirmation as to the existence of disease was forthcoming.

Mr Slaughter says that it was not really Foot and Mouth Disease, but many sheep had bad feet through being driven over hard clayey ground. But the hare was started by us, and your letter to the Colonial Office of 15th July, 1920 indicated that positive evidence of the disease existed. Hence the Governor is very chary of relaxing the prohibition and will not, I believe, take any steps without first consulting the majority of the farmers here. It is to be hoped that some will come <sup>to</sup> Stanley from the West during the winter and afford him the opportunity of discussing this question and others relating to the sheepfarming interest.



No. 590, per "Magellian", 17/3/22. 11.

21. I have had to retain the lease of 22 Port West Cove Reserve expiring on 16th April next in order to get the same renewed for a further period of 3 years. Copy of application to the Government is enclosed.

22. When sending over to Punta Arenas the output of sheep casings for the 1921 killing I asked Mr Hobbs not to part with them without obtaining a payment of our account against the Brecht Company amounting to £ 522. 4. 6. Mr Hobbs sent the casings to Buenos Aires in transit for New York with instructions to Menendez Behety in Buenos Aires to deliver only against payment of our account. He writes me that on 2nd December Menendez Behety informed him that they had had a cable from you asking him to deliver without payment of the account. I assume that this is all in order but think it as well to report it as you have not mentioned the matter by either of the last two mails, and we have not so far received payment of our account for the 1919 output valued at £ 630. 19. 11.

23. Our proceedings in the matter of the wreck of the "Guvernoeren" are all detailed in the enclosed copy of letter to the London Salvage Association, and I need not therefore repeat here. It seemed not out of place to refer very candidly to the criticisms in the past as to the Manager of the Company being also Lloyds Agent. In the particular instance of the "Guvernoeren" there was the further complication that I am also Norwegian Consul. As reported in 589 - 21 my own opinion from the first was that the case was hopeless, but I purposely delayed the inevitable condemnation to give the Underwriters a chance of sending their own experts. I learn that they telegraphed to Braum & Blanchard soon after the wreck occurred but that this firm would not send a salvage vessel over without a guarantee that the expense of so doing (Estimated at £ 1,200) would be repaid to them in the event of their finding that nothing could be done. The Underwriters however declined, so nothing was done.



No. 590, per "Magellan", 17/3/22, 12.

As pointed out in my letter to the Salvage Association it is possible that the steamer might have been got off if a proper salvage plant had been on the spot within a week or so of the accident, but no one could say for certain. It is a satisfaction to me to find that my original forecast has been verified and I have pointed out to the Salvage Association that although the report of Braun & Blanchard's experts must be very disappointing they have the satisfaction of securing an independent report without having had to pay for it.

24. There seems to have been some misunderstanding as to my request for the purchase of 200 tons of coal through the P. S. N. C. You will have learnt from the accounts sent home for collection from the Admiralty that we have sold them some 160 tons. I could not, however, part with this quantity without knowing first that our stock would be replenished for we had to be certain of having enough for boiling down at Goose Green and for domestic consumption at Darwin. On the receipt of your telegram of 30th January saying that the "Falkland" would pay for this coal I thought it desirable to explain at once that it was wanted for ourselves for sale to the Admiralty. Now the Captain of the "Magellan" has arrived under the impression that this particular 200 tons is for the Admiralty and requires a special receipt to enable the P. S. N. C. to collect the cost - presumably from the Admiralty. But we must pay for it as we have already supplied the Admiralty from our stocks. You will realise that I wanted particularly to sell coal to them at once at £ 7. 6. 6. per ton rather than let them wait and import their own at £ 3. 15. 0.

25. The 15 Romney and 6 Corriedale rams arrived safely by the "Magellan" and considering their long detention in pens are in better condition than might have been expected. As they were not landed at Punta Arenas, but kept on board

No. 590, per "Magellan", 17/3/22. 13.

the P.S.N.C. hulk all the time there the Government allowed them to be landed in Stanley. This is very fortunate for I could not have sent them away in the "Gwendolin" for some time, and they were landed at once, shorn roughly and dipped here. They are rather groggy in the legs but have picked up well during the few days they have been on shore.

26. We are taking advantage of steamers coming direct here from Chile to procure flour from there, especially as the exchange is so favourable. We had 500 bags by the "Magellan" and will have a further 500 by the "Orcoma". Messrs Gibbs & Co. are drawing upon you direct for the cost, £ 488. 14. 7, for the "Magellan" shipment and probably about the same for "Orcoma" if they are able to get any by her.

27. Your telegram acquainting me of the decision of the Board to purchase the "Falkland" was a distinct surprise. I gather that a suitable schooner could not be bought except at a very high price, and that it is considered preferable to retain the steamer, running it on our own for a while to see what can be done. Your telegram states that the boat will be taken over on 31st March but for purposes of account I propose to regard the present voyage as the last in respect of the Transport Company, and that when her inward cargo has been discharged and an inventory of stores taken we take over liability for crews wages.

I have not had time to turn over the whole question thoroughly but think that we ought to be able to do the coasting work more economically with the boat under our own absolute control. It may be feasible to run <sup>her</sup> for some 5 months in the year and keep one schooner going for the rest of the time. If it can be arranged she should run with our Marine Superintendent in command and with a local man as Chief Officer if the Government will accede to the application referred to in para. 3 of this despatch. When the "Falkland" is laid up this Chief Officer should command the "Gwendolin" which ought to be able to do the balance of the coasting work for

No. 590, per "Magellan" 17/3/22. 14.

the remainder of the year. Then we should have an arrangement with our Engineer that he should be the Engineer of the "Falkland" whilst she is in commission - the overhauling of our shore plant could be carried out by him in the off season. If the above can be carried out we should save considerably in salaries of the principal officers. I have already discussed this with Mr Roberts and he agrees that it should be feasible - naturally you would expect to pay him and the Engineer something extra on this account.

By running the boat ourselves we should save an enormous amount of clerical work both in the way of shipping papers and correspondence with Messrs Lowden Connell & Company.

28. It will be seen from the first part of this Despatch written about a fortnight ago that I had had a talk with the Governor about a slip before your telegram arrived. I handed him a sketch by Mr Roberts showing depth of water at the site we considered most suitable and he said he would like to talk the question over with the Colonial Engineer, adding that when he had done so he would ask me to call again. I asked permission to take Mr Roberts with me and he quite agreed. Up to the present the Governor has not intimated that he is ready for the further discussion and I expect that we shall have to wait until after the departure of the "Orcoma".

If it is possible to condense the result in a telegram I will send one. I repeat that I trust that it will not be necessary to have recourse to a syndicate to find any part of the capital, one satisfactory feature in the purchase of the "Falkland" is that we are relieved of outside participation or interest in any part of the business carried on by us, and it is devoutly to be hoped that no further outside interest will be introduced.

29. The s.s. "Magellan" will sail tomorrow for London via Montevideo. Specification and Bills of Lading are sent under separate cover.

I am, Sir,  
Your obedient servant,



No. 590. per "Magellian". 17th March, 1922.

ENCLOSURES

1. Despatch No. 590.
2. Cash Book - January & February.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No. 574.
6. Remarks on Stores.
7. Cash Vouchers West Store. Jan & Feb.
8. "Falkland" Manifests. 1/5 I.
9. Shearing Return. 1st Return. Fitzroy and Port Louis.
10. do do Farm.
11. Fitzroy Wages Return.
12. Coasting Insurances.
13. F.I. Shipping Report.
14. Memo. to Secretary re Com<sup>n</sup> on Dividend and Port Louis Div.
15. Documents re loss of cargo ex Falkland at Fox Bay.
16. Debit Note for interest written back on Clients A/C Sales.
17. Admiralty Accounts.
18. Pilferage Claims.
19. Copy of F.S.N.C. Account.
20. "Lady Elizabeth". Copy of Diver's Report.
21. F.I. Gazettes. Jan & Feb.
22. F.I. <sup>Magazines</sup> ~~Gazettes~~. Feb & March.

Correspondence

To Government re Rams from England.  
 " do re Government Reserves.  
 " do Mr. Macke's Leases.  
 " do Certificated Mate for "Falkland".  
 " do re B. Browning's Land Tax.  
 " London Salvage Assn re "Guvernoren".  
 From E.W. Hobbs re Casings.

Specifications on separate sheet.



## ENCLOSURES (continued)

## SPECIFICATIONS

<u>Mark</u>	<u>Wool</u>	<u>Skins</u>	<u>Tallow</u>
D H	677	33	
N A	894	5	
W C	424		
F S		90	
S	143	24	
W P	20		
McG		18	
S I	71		
F	288	20	
D & S	115		
J L W	45 (old) 360 (new)		41
W E D	53		
Z	41 (old) 155 (new)	19	
H & B	150		
J B	135	15	
A P	177		

DESPATCH ENCLOSURES.

Documents relating to Paake property.

Power of Attorney to G. J. Felton.

" " " " W. A. Harding.

Deed of Transfer, Vere Paake to Company.

Certified copy of Colonial Secretary's letter to  
Mr Paake, Jan. 17th, 1911, sanctioning  
purchase of leasehold lands.

Conveyance of freehold lands.

Conveyance of livestock and buildings.

Original deeds sent by you to Stanley on Sept. 21st, 1921,  
as per your original list herewith.

No. 596, per "Magellan" 17/3/22. Supplementary to the

ENCLOSURES.

1. Statement on Accounts.

2. Camp Manager's Report dated 11th March, 1922.

3. Lamb Marking, 1921, Complete return.

4. Copy of Correspondence with Lowden Connell & Co.

5. Store Indent 574 (supplementary)

6. Copy of letter to P.S.N.C. Liverpool re "Magellan"

7. Memo. to Secretary re Coal ex. "Magellan".

"Oreoma" used for country house, 29th March.

591: and all the figures were in a very low

Sir,

I enclose accounts for the year 1921 showing a net profit of £ 8103. 3. 2. This meagre result will hardly surprise the Directors, in fact the surprise, if any, will be that a profit is shown at all.

2. FARM. Loss £ 4759. 16. 5. as against a profit in 1920 of £ 7475. 15. 5.

The loss is due entirely to the very low value of wool and sheepskins. The usual abstract will show that the gross wages are more than £ 3000 less than in 1920. In that year the Goose Green wages were all debited to Canning account, but Farm has to bear the total now. Consumption stores and building material show an apparent increase of £ 1300, of which the tractor and motor lorry account for over £ 800. As a matter of fact there were less actual materials consumed than in 1920, and the apparent increase is accounted for by the fact that the stock on hand at the beginning of the year - £ 8000 - had been valued at prices which it was then customary to charge to Farm. Materials were charged out during the year at c.i.f. prices (plus 5% to 10%) and the stock in hand at the end of the year was valued at those lower prices and amounted to £ 5500 only. Had the stock on hand at the end of 1921 been valued on the same basis as at the beginning of the year this valuation of £ 5500 would have been higher by

The Secretary,

LONDON.

No. 591, per "Oreoma" 29/3/22 2.

possibly £ 1000 and the value of the material actually borne by 1921 would have been that amount less.

You will notice from the abstract that fencing materials used for repairs have cost £ 1069. The Board are aware that all the fences were in a very bad condition and Mr Stoughter has taken this well in hand.

Other items do not call for any comment, with the exception of the loss on Canning £922 which is dealt with in the next paragraph.

3. CANNING. This account will now be closed except to show the value of canning materials actually on hand from year to year. This stands at the end of 1921 at £ 7947 12 10 which includes the new Babcock boiler for which you passed out a debit of £ 1100 during the year. I had purposely omitted this from the stock in 1920 as I had an impression that the Board would prefer to have written it off entirely in the same way as other machinery purchased about that time.

Assuming that the Directors will agree that the account should now show only the value of materials on hand, it is necessary that all other items should be eliminated. This entails the transfer of £ 922 to Farm Account a debit which is due to the fact that unsold produce on 31st December 1920 valued at £ 12145 failed to realise that figure by about £900.

4. FITZROY ESTATE. After capitalizing the cost of renewing the short boundary fenced with Greenshields on the Port Louis Section this account shows a loss of £ 1450 12 2. But this includes the sum of £ 639 19 9 paid to the Crown Agents as instalment of land purchase.

I have some doubt in my own mind as to writing off such an item against Profit and Loss, and we have therefore carried it forward as a balance in case the Board should decide that it might be capitalized under the heading in London Balance Sheet "Falkland Islands Land and development". If not you will no doubt instruct us whether to write off or allow it.



No. 591, per "Orcoma" 29/3/22 3.

to stand as a debit for 1922. By carrying forward this £639. 19. 9 there remains a debit balance of £ 310 12 5 which has been written off against profit and loss. As in the case of the other sections of the farm a lot of fencing material has been used for repair during the year, and all our Camp property is really in much better state of repair than two years ago. The loss on the Fitzroy and Port Louis sections is fairly proportionate to the total loss on farming for the year - these sections comprise about one seventh of the whole property and the loss of £ 800 represents about one seventh of the whole loss.

As the transfer of this property is now finally completed we will discontinue keeping a Fitzroy Estate account and run everything into "Farm".

5. STORE. Profit £ 4354. 15. 6 as against £ 11734. 10. 1 for 1920 - a decrease of £ 7379. 15. 1.

During the year a complete list has been compiled giving the c.i.f or landed cost of each separate article which we import, when you consider the wide range of goods stocked by us it will be realized that this has meant an enormous amount of work, but it is really the only safe method. Hitherto the stock has been valued at invoice price on the stock sheets and a percentage added for freight and charges. This, however is too rough and ready a way of valuing and it is a great advantage that your stock sheets should show the absolute cost of each individual article. The c.i.f. values have been calculated on the average cost of the total amount of every article in stock, that is to say, if we have had 3 or 4 consignments during the year at different prices the average is taken, but if a large consignment has arrived towards the end of the year and on its arrival here there has been only a small stock on hand the c.i.f cost of the last shipment has been taken as the value.

This valuation at c.i.f. cost instead of invoice value plus a somewhat conjectural percentage for freight and charges

Nb. 591, per "Oreoma" 29/3/22. 4

has undoubtedly enhanced the valuation and it is necessary to make some reduction from the value for wastage and depreciation in condition. 10% has therefore been deducted from Drapery goods and 5% from all others except tobacco, which is sold in tins or blocks and does not incur wastage. I have not felt sure whether some further deduction should not be made for depreciation in value, for prices of most goods at home are falling. It is impossible for us to estimate what this may amount to, but we have already written down some of the values and ought to be able to make a profit during 1922 on the prices at which goods have been taken into stock.

Goods used for <sup>our</sup> own departments have been charged out at c.i.f. cost plus not more than 10%. In the case of machinery or furniture we have added 3% which is the rate charged to clients for purchases on commission.

Previous to 1921 all necessities for store use such as shop paper, books, stationery, coal, fodder for cart horses etc have been charged to Consumption account, but this has been discontinued as suggested in my Despatch 580/10. The total value of these articles used up for the running of the Store amounted in 1921 to £ 525. 16. 7. The figure is high. Shop paper alone amounted to no less than £ 128. As the results of the smithy work and outside contracts involving carpenters' labour and material are incorporated in the Store account, the cost of smithy coal and other material consumed is included in this £ 525. Then again, butter purchased from Buenos Aires in 1920 had not been paid for and a consignment of dip from Cooper Nephews in 1919 was also outstanding. Consequently in comparing the profit for 1921 with the previous year we find that 1921 suffered to the extent of

Consumption goods	£ 525. 16. 7
Butter (Chargeable to	342. 17. 9
(a previous	292. 10.
Dip (year.	
Stanley Office Management	700

£1861. 4. 4.

The sales and deliveries for the past 4 years are as follows -

	Sales	Deliveries	Total
1918	£ 45926	£ 26501	£ 72427
1919	51447	42424	93871
1920	75936	35949	111885
1921	55913	24172	80085

It will be seen that the total stock on hand is £74065 as compared with £ 85006 at the end of the previous year, and 1922 should show a greater reduction still. The stock at the Drapery Store will no doubt be the subject of some criticism but it should be remembered that we keep there all articles of clothing and boots for children and that if that store were not in existence those articles would be stocked at the West Store. Ladies naturally prefer to make their purchases of clothing and boots for children at a store not frequented by men. Our sales at the Millinery Store are quite good but the stock must be reduced. This cannot be done at once, and as we seem likely to have boats at regular intervals fresh stocks will be ordered only in small quantities.

The Store Account generally has now been put upon a sound basis and will in future show more accurately than in the past what the trading results really are.

The Store debts at the end of 1921 are £ 4522 as compared with £ 4109 the previous year, the increase being accounted for principally by £ 320 due from the Admiralty. The remainder of the accounts are those of the usual customers, and I have commented upon some of the individual items on the detailed list as usual.

You remarked in 1919/14 that many of these would need very drastic attention. I assure you that they have our constant attention and seeing that the amount of these debts is commented upon every year it is well to go into it thoroughly.

We have compiled the enclosed table dividing the sales for the past 11 years into sales to clients and ships, sales

80' Mason House  
 20' 1/2" 5" Matching  
 2 1/2" 1" x 6" Casing  
 1 1/2" Flat Oak

6 1/2  
 9"

Harry Work.

2' pair 26" T hinges  
 1 pair 12" T hinges  
 3 1/2" 1 1/2" 10" 10" iron corner  
 14 1/2" 6" wire nails  
 17 1/2" 5" " "  
 5 1/2" 2 1/2" " "  
 1 1/2" 1/2" 1/2" "  
 1 1/2" Putty

4/4  
 3.

4.9  
 8.9  
 8.4  
 8.4  
 11.  
 6"





for cash, and retail sales on credit. Accounts for these latter are rendered monthly, but people living outside Stanley have not the opportunity of paying promptly, and Station Managers who purchase goods for their private use usually send in a cheque about once a year. Those living in isolated houses on the more distant stations are the worst offenders in the way of outstanding accounts and we are now refusing orders in many cases unless accompanied by a remittance.

No doubt a list of debts totalling over £ 4000 might at first sight appear a little alarming but if a sense of proportion is brought to bear upon the matter the total is not so excessive as it might seem. If you run a retail credit business you cannot avoid having at any time debts amounting to at least one month's sales.

From the table it will be seen that for the past 2 years retail credit sales, that is excluding all sales to clients, ships and for cash, have averaged about £ 2000 per month so that the outstanding debts represent a little over two month's sales. The statement shows that for the past 11 years the debts have borne about that proportion - there is as a matter of fact an improvement in the last few years. But the real criterion is to be found in the amounts written off as bad debts. In 11 years we have written off as bad debts £ 583 out of a total of £ 176,000 retail credit sales, that is to say, on every £ 100 worth of goods sold we have lost 6/- . On the total turnover the loss is about 2s. 4d. per £ 100. I doubt if many traders get off so lightly.

6. STANLEY OFFICE. £ 3187. 4. 8. An increase of £ 19. 0. 9.

In accordance with the approval expressed in your 1219/3 this has been divided up between the revenue accounts instead of writing off against Profit and Loss.

Interest & Commission

£ 1000.

(for share of expense on  
Clients' Accounts.)

No. 591, per "Oreoma"

29/3/22.

7.

forward,	£ 1000
Store Account	700
Farm	600
Mail Agency	400
Lighterage, Hulkage etc.	300
Buildings	100
"Gwendolin"	87. 4. 8
	£ 3187. 4. 8.

We cannot, of course, apportion anything for 1921 for management of the "Palkland" although this occupies a fair proportion of time. In future years I think a fair division of the expenses of the Stanley Office would be as follows -

Interest & Commission	25
Store	20
Farm	20
Coasting Vessels	15
Mail Agency	12
Lighterage	7

7. LIGHTERAGE, HULKAGE &c. £ 1908. 2. 6. This profit is satisfactory especially as the hulks and lighters have received a fair amount of attention during the year. You will remember that £ 800 was carried forward from 1920 for this work. Details of the amounts spent on each hulk and lighter will be found in the usual statement enclosed.

8. INTEREST & COMMISSION. £ 2846. 6. 2. This profit is derived from two main sources - interest on overdrawn accounts and commission on freights. The former is really a paper profit until the clients are able to balance their debts, and it is questionable whether all this interest which has been credited to this account should be regarded as a real profit. The latter is actually paid to us, and of course fluctuates according to the rates of ocean and local freight. We are striving to get both decreased, and when this is accomplished our commission will decrease also.

No. 591, per "Oreoma" 29/3/22. 8.

9. MAIL AGENCY. £ 809. 10. 2. This and the two previous items show a considerable decrease on the profits for the year 1920, but in that year we received large arrears of commission and the profits for that year were abnormal. And these accounts have for the first time borne their share of the cost of management by the Stanley Office.

10. "SAMSON". Loss £ 139. 7. 11. This will be the last amount to be written off, as we assume that it will be agreed that the account may be closed. It should be pointed out that the running expenses of the "Samson" have for some years past been mainly balanced by the large sums credited at the end of the year from Store and Mail Agency. In 1921 the "Plym" and the motor boat did the necessary towing and all that work has therefore been carried out at far less expense.

11. BUILDINGS £ 1348. 7. 0. as against £ 1696. 16. 1. for 1920. I feared that we might have been obliged to spend more on repairs in 1921, but although absolutely necessary work has been attended to the materials have been charged out at lower rates and the total expense is consequently not so high.

12. GENERAL CHARGES. £ 304. 1. 3. decrease £ 298. 4. 1.

CONSUMPTION. £ 44. 19. 8. " £ 497. 3. 11.

These decreases are explained by the different system of accounting as explained in my Despatch on the 1920 accounts.

13. FENCING. £ 15. 2. 10. This very small amount written off is explained by the fact that practically all the fencing materials used in the year have been debited to Farm and Fitzroy Accounts. This was not done intentionally but slipped through on account of the changing of our system of charging out stores for use.

14. STANLEY WAGES. £ 8463. 5. 8. a decrease of £ 628. 4. 7.

This decrease is satisfactory, more especially when it is explained that during the year we did quite a lot of outside work for the Government, and in consequence received back from them substantial sums amounting to about £ 700.

No. 591, per "Oreoma"

29/3/22.

9.

15. SUNDRY DEBTORS. These are undoubtedly heavy, but as most of the items have been fully discussed and will be dealt with individually I need not make any comments here. Many of the debts have been reduced by realisation of produce in the January sales.

16. GENERAL. The result of last year's operations is the worst in the history of the Company since dividends were first paid. We have suffered in common with the rest of the world, but we have the satisfaction that the poor results are attributable to causes outside our control, and not to any bad management, for every branch of the Company's business has been carried on with the strictest economy.

Certain changes in the system of accountancy have been introduced. We are down to bed rock and it is a good opportunity for making these changes.

Comparisons with pre-war results or duration of war results would be futile, and we have to start afresh and evolve new standards or criteria.

I am,

Sir,

Your obedient servant,

Manager.



RECEIPTS	1921	1920	DECREASE	DECREASE
Rent,	364.10 0	349. 0 0	15.10 0	
Interest & Commission,	3,846. 6 2	3,360. 0 9		515.14 7
Insurance,	984. 5 3	701. 1 4		416.16. 1
Store,	4,354. 15 0	11,734.10 1		7,379.15. 1
Farm,				
Mail agency,	809.10 2	7,475.15 5		1,475.15. 5
Lighting, etc.,	1,098. 3 6	3,365.18 4		1,556. 3 0
	10,567. 9 1	5,443.15 1		3,535.15. 7
		31,435.15 1	15.10 0	80,877.15.12
EXPENSES				
General Charges,	1,004. 1 3	602. 5 4		298.14. 2
Consumption,	44.19 8	542. 3 7		497. 3.11
Buildings,	1,848. 7 0	1,666.16 1		348. 9. 1
Fencing,	15. 3 10	103. 2 9		187.19.11
"Ramses",	1,099. 7 11	5 3 3		195.18. 4
Furniture,	8 6 3	5. 1 0		
Sundry Debtors,	33.11.10	847. 3.11		803.12. 1
Stanley Office,		9,169. 3.11		3,168. 3.11
Farm,	4,759.16. 9			
		4,759.16. 9		
Agency Station,	810.19. 5			
		810.19. 5		
	7,464. 5.11	7,378. 3.10	5,573.14. 5	5,487.11. 4
				86. 3. 1

90,862. 5.11

Stanley, Falkland Islands,  
31st December, 1921.

Decrease of Profit.

£ 20,948. 3 0

No. 591. Per "Greoma". 29th March, 1922.

Enclosures.

1. Balance Sheet.
2. Profit & Loss Account.
3. London Office Cash Account - items outstanding.
4. Deposit Account - statement of items.
5. Inventory of Stores at Darwin Goose Green.
6. do do at North Arm.
7. Summary of Stock - East and West Store.
8. General Summary of Stock on hand.
9. Balances due to and from men in Camp.
10. List of Consumption Stores on hand.
11. do Building Material.
12. do Fencing Material.
13. do Canning Material.
14. Copy of Stanley Journal for December.
15. List of Store Debtors.
16. Remarks on Store Debtors.
17. List of Butchery Debtors.
18. Abstract of Farm Account.
19. ditto (Auditors Copy).
20. Auditor's Certificate.
21. Details of Carpenters labour on Stanley Buildings & Hulks.
22. Details of Store deliveries to Farm.
23. Comparative Statement 1920 - 1921.
24. Details of Stanley Office account.
25. Statement shewing adjustment of "Head Office" account.

has put it in at odd times. It could not have been all done at the Manager's house without a good deal of alteration as a glass house there must be made to fit into the brick walls already standing.

The Secretary,

LONDON.

"Oreoma"

30th March.

22

592.

Sir,

The "Oriana" was expected to-day but is encountering bad weather on the voyage down. The "Oreoma" left Valparaiso on the 22nd and may be here before the "Oriana" leaves. I will therefore deal at once with some subjects and not attempt to answer the "Oriana" mail especially as we shall have opportunities of writing by the whaling steamers which are rather later than usual, due most likely to the very bad weather we have had for the last three weeks.

2. The sail plan of the "Lafonia" is sent herewith. We have never had any similar drawing of the "Gwendolin" and are therefore sending a list of the dimensions of the different sails. Perhaps Larthorns have her sail plan amongst their records as they made a suit for her when she was purchased.

3. I received the telegram instructing me to suspend the erection at Fitzroy of the glass house from Sullivan House but this has already been completed. In March, 1921 the suggestion was put forward after consultation with Mr Dean and was approved in your 1212/4. In October I reported that sundry material had been sent to Fitzroy in the "Gwendolin". This building was included in that and the carpenter there has put it up at odd times. It could not have been utilised at the Manager's house without a good deal of alteration, as a glass house there must be made to fit into the brick walls already standing.

The Secretary,

LONDON.

4. I asked the Governor for an interview to let him know that the Company are purchasing the "Falkland" and wish to construct a slip, and think it as well to detail fully to the Directors what passed.

I said that I gathered that your reason for purchasing the steamer was that, in the first place it is absolutely essential to effect a reduction in the coasting freight on wool. You had endeavoured to replace the "Falkland" by motor schooners, but the cost of suitable vessels seems to be prohibitive and you probably thought it would be cheaper to acquire the steamer which is on the spot. The Directors also no doubt hoped that by eliminating the dual control of the vessel we might succeed in reducing the running expenses. I told him that my own idea was to run her for 5 or 6 months in the year under the command of our own Marine Superintendent with a local man as Chief Officer if the Government would permit this, adding that this Officer would run a schooner for the remainder of the year when there was not enough work to enable the steamer to pay expenses. I said that unless we could somehow reduce freights on wool clients would break away and accept the offers which have come from the Coast to ship their produce more cheaply via Sandy Point and in that case produce would be shipped home in foreign bottoms for we could not expect the P. S. N. C. to continue to give us much of a service. Further the Company had always thrown in the whole of their business in order to maintain the Mail service by the P. S. N. C., and we pay exactly the same freight on our 2000 bales collected from ports close to Stanley as Mr Felton does on 30 bales collected from West Point Island.

The Governor did not appear in any way to dislike the idea of our owning the boat entirely, and said that he would do all he could to assist us over the question of a local man as Chief Officer. He would consult the law and see how a way could be found out of the difficulty. I have



No. 591, per "Oroona", 30/3/22. 3.

since received a letter stating that the Government will not raise any objection to the "Falkland" carrying an uncertificated mate, provided that any Insurance Company affected is informed of the change.

5. We then talked slip - he asked whether by our purchasing the "Falkland" a slip became indispensable to us, and I replied that it would of course save sending the steamer away for slipping, but if the cost of construction were to amount to anything like the £ 20,000 he had mentioned it would be cheaper to send her elsewhere unless there were many other uses for the slip. He told me that when he mentioned £ 20,000 he had in his mind a remark made by Mr Neave that a jetty would have to be built at the Naval Works at an estimated cost of £ 10,000 - he thought that if a jetty would cost that figure a slip would cost double. I replied that neither ought to cost more than half that sum, and the Governor then said that he felt that a private Company would be able to both construct and run a slip more cheaply than the Government, and that by slipping whale catchers it would be a paying proposition. I said that no one knew for how long whaling would last, and that we had no certainty that the catchers would engage the slip, adding that I had heard that the Government contemplated making it a condition of the licences that they should use the slip here if the Government constructed one. He admitted that a suggestion to that effect had been put forward, but he was not at all in favour of it. After some further talk the Governor explained that the position is that the Colonial Office have for some years wanted the local Government to build a slip, and he is bound to consult them - he himself is willing for the Government to stand down and proposed to write full details of his views to the Colonial Office as soon as possible. He thought that after the Secretary of State had had time to consider his recommendations the Company might approach the Colonial Office. This would undoubtedly be the best thing to do, otherwise it will be a case of

referring question from London to the Colony and vice versa. The final decision rests with the Colonial Office and the Board would learn in London the conditions upon which the necessary land could be acquired or leased, and will be in a position to decide whether these conditions include any which are too onerous. But of course you will not take any action until it is certain that the Governor has written home.

6. The Governor then talked about the sheepfarming industry in general, saying that at present he understood it is in a bad way. I agreed, and said that the Directors were very concerned at the losses and bad lambing, and seized the opportunity of raising the question of introduction of Carriedale rams from the Coast. The Governor said that he would prefer to go into that on some other occasion as it opened up the question of altering the Order in Council which prohibits importation from South America. He asked who had been our advisers as to sheep etc, and whether we had kept continuous records. I explained that the advisers had been the Camp Managers in the past, and that their ideas were considered and discussed by those Directors who have farmed their own stations here. Records of produce, weight of wool, averages and so on had been kept for years. He said he would like to know whether we had details of results of breeding from the different kinds of sheep, and I explained that until farmers had been able to subdivide their stations properly by fencing it had been impossible to judge just exactly what was the effect of crossing different breeds. He said that he felt that the Government had never done anything towards assisting in the development of sheepfarming which was really the only industry that the Colony could rely upon - for whaling might collapse at any time - that if he had been here 3 or 4 years ago he would have placed sheepfarming before geology and forestry - the Geologist had finished his researches and had found nothing - the forestry work may show results many years hence, but the problem seemed to be to do something without delay for sheepfarming. He had

in his mind the idea that the Government should spend money "thousands of pounds if necessary" in securing the services of the best expert obtainable to advise about the breeds of sheep and the possibilities of the land. Utilisation of peat land was, he said, being thoroughly investigated now. I told him that Mr Blake had had samples of soil analysed and had obtained the advice of experts as to what should be the most suitable grasses, and I was sure that Mr Blake would furnish copies, he said that he would be glad to have all that was available in that way. I remarked that it took some years of experience to be able to say what results could be expected from sheep breeding and that such an expert as he suggested would require a very long time here before he was in a position to form a definite opinion. He said we might supply him here with the results of local experience. I suggested that perhaps the first step should be to obtain the views of the most intelligent of the Managers now here as to the causes of loss and bad lambing, get these collected, and submit them to Mr Blake, Mr Packe and Mr Matthews, all of whom had had years of practical experience.

I hope that I am not boring the Directors by detailing all this, but think that they should know the ideas the Governor has in his mind. It is really refreshing to have a Governor here who will tell us beforehand what he thinks of suggesting, most Governors in the past have fired off their ideas to the Colonial Office without deigning to obtain an opinion from persons connected with the Colony who were qualified to form one, and the Colony has been committed to expense which might have been averted.

Mr Middleton is seriously anxious to co operate - he says that he wants the farmers to be a body who can advise him, and would welcome any information and opinions.

7. In reply to your telegram of the 22nd we tried to get Mr Elliott's effects home by the "Magellan", but they shut these out in the same way as the two cases we wished to ship on our own account. We are sending them by this opportuni-



ty

6

8. I reported by last mail the arrangement with the Government to send our 15 rams direct to Darwin in the "Gwendolin" to finish their term of quarantine on Scott Island. The six Corriedales were to undergo their quarantine here in Stanley. The "Magellan" left on Saturday the 18th instant and we hoped daily for a change of wind to enable the "Gwendolin" to get away. But it was only on the 25th that the wind shifted to the North. She got away early, but about an hour after she left the wind backed to the South, blowing hard, and Captain Roberts came back to Stanley. We landed the rams again and ever since then it has been blowing hard from the South and South-West. I hope now to induce the Government to allow the rams to finish their quarantine here, and would in that case ship them out in the "Falkland" to Brenton Loch. The Corriedales for Hill Cove and Port Howard will be sent at the same time. The period of quarantine will expire on the 12th April and we hope to arrange to get them away immediately afterwards.

9. I regret that the cylinder of the motor boat has "given out". Small holes have formed in the cylinder wall opposite the injection into the water jacket for cooling. We made two attempts to repair and hoped that it would last, but it seems to be hopeless. This boat is almost indispensable now, and I therefore decided to telegraph asking that a new cylinder may be procured.

10. The P.S.N.C. Valparaiso have telegraphed that the "Ballena" will leave Glasgow on 3rd May for Stanley, calling at Bahia Blanca. Presumably you have arranged to ship the new launch by her.

11. The enclosed copies of letters to the P.S.N.C. Valparaiso will explain that they offer a cargo steamer some time in May direct home, and that we have telegraphed them that we expect to have 3,000 bales for her. We might have got some produce home by the "Oreoma", but as explained in our letter to the P.S.N.C. this is not feasible as we have no time to get



ty.

8 I reported by last mail the arrangement with the Government to send our 15 Romney rams direct to Darwin in the "Gwendolin" to finish their term of quarantine on Scott Island. The six Corriedales were to undergo their quarantine here in Stanley.

The "Magellan" left on Saturday the 18th instant and we hoped daily for a change of wind to enable the "Gwendolin" to get away. But it was only on the morning of the 25th that the wind came out from the North West. The rams were put on board soon after 6 a.m. and the schooner started off. By the time she got to the lighthouse the wind had backed, and there was a huge sea to the south. The schooner could make no headway against it and came back to Stanley, the wind then going to South West, blowing hard.

We landed the rams again and ever since then it has been blowing hard from the South and South West. I hope to induce the Government to allow the rams to finish their quarantine here, and would in that case ship them out in the "Falkland" to Brenton Loch. The Corriedales for Hill Cove and Port Howard will be sent at the same time. The period of quarantine will expire on the 12th April and we hope to arrange to get them away immediately afterwards.

To prove what the weather has been like I may mention that the "Afterglow" which was a North Sea drifter made a start for Port Stephens about that time, but found that she was only doing about 1½ knots in a couple of hours, so put back to Stanley. She too has had to remain here as it was impossible to make headway in the weather we have had.

9 I regret that the cylinder of the motor boat has "given out". Small holes have formed in the cylinder wall opposite the injection into the water jacket for cooling. We made two attempts to repair and hoped that it would last, but it seems to be hopeless. This boat is almost indispensable now, and I therefore decided to telegraph asking that a new cylinder may be procured.

10. The P. S. N. C. Valparaiso have telegraphed that the "Ballena" will leave Glasgow on 3rd May for Stanley, calling at Bahia Blanca. Presumably you have arranged to ship the new launch by her.

11. The enclosed copies of letters to the P. S. N. C. Valparaiso will explain that they offer a cargo steamer some time in May home direct, and that we have telegraphed them that we expect to have 3,000 bales for her. We might have got some produce home in the "Orcoma" but as explained in our letter to the P. S. N. C. this is not feasible as we have no time to get it into lighters and with the "Oriana" likely to arrive within a few hours with 220 tons necessitating four lighters it is extremely improbable that we should be able to empty one or two of these and fill up with wool in time.

Besides, I gather that the freight on a cargo steamer direct to London would be less than the ocean freight to Liverpool plus coasting freight from there to London.

1st April, 1922.

12. The "Oriana" arrived (and sailed) yesterday, and I have received duplicate of Despatch per "Orcoma" 1223, and original of Despatch 1224. As the "Orcoma" may arrive at any time these will be answered by one of the Whaling factories. Last year the first of these arrived in Stanley homeward bound on 10th March, but we learn that they have experienced exceptionally bad weather in the South, and are consequently much delayed.

I am,

Sir,

Your obedient servant,

Manager.

No 592. per "Oreoma". 30/3/22.

# ENCLOSURES

1. Despatch No. 592, dated 30th March, 1922.
2. Statement on Accounts.
3. Remarks on Accounts.
4. Store Indent No. 575.
5. Return of Camp Wages - December Quarter.
6. Camp Manager's Report, 29th March, 1922.
7. Asst Camp Manager's Report, 28th March, 1922.
8. Memo re shipment per "Magellan" with amended specification.
9. " re Stanley Motor boat.
10. " re Typewriter.
11. Plans of "Lafonia's" sails.
12. Measurement of "Gwendolins" sails.
13. F.I. Shipping Report.
14. F.I. Gazette, 1st March, 1922.

## CORRESPONDENCE -

To P.S.N.C. Balpo. 30/3/22.

" Government re Uncertificated Mate.

## SPECIFICATIONS.

Mark.	Wool.	Skins.	Hides.	Tallow.
W F	31	5	9	
Heart	207			
W E D	37	9		3
D & S	45			
H & B	143			
L	149	18		
F I C		136		

The Secretary.

Whaler & "Andes"  
593. via Montevideo.

12th April, 22.

Sir,

I wrote last per "Orcoma" which arrived and left on Sunday the 2nd instant. I received by her your Despatch No. 1223.

2. 1223. 2. Upon the receipt of your telegram reporting the purchase of the "Falkland" I wrote 590. 27 expressing the view that she could be run during the summer months under the command of our Marine Superintendent and with our own Engineer, and am glad to find that this coincides with the opinion of the Board. I went a step further as regards Chief Officer, and it is very satisfactory that the Colonial Government will allow her to have a local uncertificated Mate. The Steamer returned from the West Falkland on the evening of March 28th and was discharged by the 30th, so that the date of taking over fitted in very well. Copy of inventory of stores and equipment is enclosed herewith. The inventory was taken on March 31st and was agreed by both Captain Roberts and Captain Owen. I think that the latter and Mr. Ritchard had better go home by the May mail - the whole of the wool will not have been lifted by that time, but as indicated in my telegram to you, we can finish this with Mr. Roberts in command and Osborne as Mate. Apropos of the collection of wool I notice that in your letter to Messrs Lowden, Connell & Co of February 22nd you write that the bulk of the wool "should be in Stanley in about six weeks time" namely April 5th. The "Falkland" returned from

The Secretary,

LONDON.



No. 593 per Whaler & "Andes" 2.  
via Montevideo. 12/4/22.

Buenos Aires on December 30th and allowing some days before she could commence work, you give her just three months in which to take out stores and collect the bulk of the wool. As we have now acquired the steamer and you may be working out possible earnings I think it better to say at once that it will never do to base your calculations upon such an optimistic estimate.

3. 1223. 3. The Mortgage executed by Mr. Anson has been registered and is returned herewith.

4. 1223. 5. Copy of letter to Major Brookhouse conveying the decision of the Board is sent herewith.

5. 1223. 6. The Manager's house at Stanley is at present unoccupied, I am living at Sullivan House and Mr. Gresham is with me. At the present time it is impossible to find a married couple here who could be trusted to run the Manager's house for me and there are so many married establishments here at present, that all the decent servants are snapped up. Irrespective of the undesirability of having unmarried servants in the house I am sure that the Directors will realize that the Office work and business entails an unusual amount of anxiety and worry. I really feel at present that these should not be added to by having to supervise housekeeping and young servants who would have uncontrolled run of the house except at meal times.

6. 1223. 7. It is excellent news that a Cochran boiler has been purchased for the "Great Britain".

7. 1223. 9. The misunderstanding about the coal purchased from the P.S.N.C. has arisen entirely through the wrong transmission of the word in your telegram of Jan 30th, which came out as YUSPA instead of VUSPA. Yuspa was interpreted as Yespa, meaning s.s. "Falkland", and I assumed that the Transport Company were to have the coal instead of ourselves. Seeing that we have now received this 200 tons we do not require 500 more. The "Falkland" will be laid up for some months this winter, and the price of coal precludes any sale for domestic consumption.

In view of this and the P.S.N. Company's quotation of 45/- freight per "Ballena" I cabled you not to send more than 200 tons. It may be pointed out that the P.S.N.C. brought out coal in bags for the Government by the "Orcoma" in November last at only 45/- per ton weight. If they could freight coal in bags by a mail boat at that figure last year when freights were I think higher, surely the rate by a cargo boat for coal in bulk should be very much less.

If the P.S.N.C. will not put on a cargo steamer without the guarantee of a 500 ton freight at such a figure as 45/- we would much rather wait longer for the tug.

8. 1224. 3. The copy of correspondence with Mr. James Smith, late of Great Island, was not found enclosed with your despatch - possibly this will follow later.

9. 1224. 5. As mentioned in a previous paragraph we would far rather wait for the new tug if by so doing, both that vessel and a supply of coal could be shipped out more cheaply.

10. 1224. 6. We will explain to Clients that the sale of produce shipped by the "Magellan" will be unavoidably delayed.

11. 1224. 7. The old telephone line has all been coiled up in small bundles, and is being taken to Darwin as opportunities permit. When it is all gathered together it will of course be sent home for sale.

12. I would draw your attention to letter written to the P.S.N.C., Liverpool as to commission on passages per "Oroma" of 70 men ex "Guvernoren". The Norwegian Government is liable for these and in all probability some reduction in the tariff rate will be granted by the P.S.N.C. They have refused in the past to allow commission on passages of Naval Ratings from here, presumably on the ground that they themselves have collected direct from the Admiralty - in this connection you will note from the enclosed passenger list of the "Orcoma" homeward that there were 15 intermediate and 2 Second Class passages issued to that steamer to Naval Ratings, passages to be paid for by the Admiralty. The full fares of these would be £841., subject no doubt to some rebate for the Admiralty and there are 7 or 8 to go yet. As regards the

"Guvernoren" Passages, it is true that we have not collected the fares, but at the same time these passages have been secured by us within the meaning of the 1st Clause of the Agency Contract of December 8th 1920, which provides remuneration 5% commission on nett ocean passage money secured for our account. If as is unquestionable, the Norwegian Government pay up, the money will have been secured through the medium of the Agency, and it may end in compromising for say 2½% if you cannot get the full 5%. These passages and those for the Admiralty account as well entail the usual amount of clerical work here.

13. I asked you by cable whether the insurance of the "Gwendolin" could be renewed with an allowance for laying up periods. She has had to make a trip to Darwin with coal for boiling down, and other stores, and we propose to let her collect wool from the nearer ports before the bad weather sets in. Then there may be "Bertha" wood to be brought from Mare Harbour as regards this I will wait your further instructions, for unless the P.S.N.C. are able to quote a reasonable freight it is uncertain whether it will pay us to ship this home.

14. The P.S.N.C. Valparaiso have cabled that the "Losada" will call here for 2,900 bales in May, probably about the middle.

15. Five whaling companies have returned from the South - they report bad weather during the season, but all have full catches.

16. I have had to devote a good deal of time to Council matters lately - especially relating to the revenue and expenditure of the Colony. I have before explained that further taxation is on the tapis, but this may be avoided if an adequate contribution from whaling is secured. If the sum suggested by the Governor is allocated to the Colony, no further taxation should be necessary but the Colonial Office is not disposed to agree and the Governor has invited me to assist with all possible arguments. Seeing that the Company's holding here represents about one fifth of the whole Colony it follows that we must directly and

indirectly bear that proportion of the taxation. If therefore one can assist towards obviating further taxation of some thousands a year, the Company is saved one fifth of this annually.

17. In reply to enquiries directed to Messrs Maclean and Stapledon for prices of quebracho wood required for the erection of a small slip, they quote us 1/- per foot super. This is a high figure probably as compared with witch pine, but it would not be safe to use the latter on account of the worms.

I am,

Sir,

Your obedient servant,

Manager.



No 593, per Whaler via Montevideo 12/4/22.

ENCLOSURES.

DUPLICATES. No. 591 (1921 Accounts)

ORIGINALS.

1. Despatch No. 593.
2. Remarks on Accounts.
3. Statement on Accounts.
4. Remarks on Stores.
5. Store Indent No. 576.
6. Cash Voucher, West Store, March, 1922.
7. s.s. "Falkland" Manifest Voyage 6 I.
8. Memo to Secretary re Kay Bros, and League of Nations Publications.
9. Falkland Islands Magazine, April, 1922.
10. Corrected cables.
11. C.G.A. Anson - first Mortgage duly registered.
12. Copy P.S.N.C. Account, 7th April, 1922.
13. Coasting Insurances, March, 1922.
14. Correspondence -

To Major H. Brookhouse.

With P.S.N.C. Liverpool re 70 Norwegians per "Crcoma".

From Col. Secretary re uncertificated Mate.

S p e c i f i c a t i o n s .

	Wool.	Skins.	Tallow.	Hides.
H G C	88	10	13	10.

The Secretary,

LONDON

594 s.s. "Lythia" via M/Videco.

15th April,

22

594.

Sir,

I take advantage of the departure of the last whaling steamer to forward you all duplicates and a few more copies of accounts current.

2. The drafts on the Whaling Companies which total up to about £ 2,500 will no doubt assist to ease your financial position, especially as you are not likely to receive anything by way of proceeds of wool until some time in June.

3. Mr Slaughter reports that he started killing at Goose Green on the 14th. On that day we had the worst snowstorm and weather known in April. This following on such a bad spell in March seems to indicate further bad weather.

4. The Company's rams were released from quarantine on the 13th, and were all safely landed at Brenton Loch next day. Mr Slaughter reports that they are all in very good condition.

5. There are some points in connection with the question of coasting by steamer which require to be emphasized and impressed on clients, more especially those who have stated that if freights by steamer are only slightly higher than by schooner they would pay this in order to have steam.

We are confronted first with the bed rock facts that at present there is not enough work to keep the steamer occupied all the year round and that it is necessary to keep

The Secretary,

LONDON.

No. 594. Per "Tythia" via Montevideo, 15/4/22. 2.

freights down to a figure that is only slightly higher than by schooner. I fear that when clients say that they prefer steam they may have in their minds the idea that a steamer will be available all through the year, both for taking out stores and for transporting people. But this is incompatible with low freights, for it is obvious that if the steamer is kept running during winter months at unremunerative earnings freights during the summer months would have to be fixed at a figure which would pay for the lean period.

If the coasting is conducted by schooners or vessels running all the year round the clients would have the benefit of a continuous and regular service, but against this they would have to face the fact that all produce would not be got home and realised so expeditiously. In the days of schooners there was always a lot of jealousy about the collection, all wanted to be first and each client thought that he had a ~~rai~~ prior right. Coasting by steamer in the future means that farms must provide themselves early in the year with sufficient provisions to last until the spring, and if they want any of their employees or families shifted they must arrange this when the steamer is running.

It is necessary that these facts should be impressed at once upon all - otherwise we may shortly be told that when they agreed to pay a little more for steam they expected to have the steamer when they want her. May we assume that in order to prevent misunderstandings you will acquaint owners at home with the foregoing, so that they may know that the Manager here must work on those lines.

6. We find that the "Gwendolin" must have a new set of sails; on two occasions the main sail has split on the voyage to Darwin and Mr Roberts has had to anchor the schooner and effect repairs before going on.

I understand that Laphorn and Ratsy ask £ 370 for a complete set - this does not strike us as excessive, for

No. 594 per "Pythia" via Montevideo, 15/4/22. 3.

for the quality of their canvas and the set of their sails is always irreproachable. We had sails once for the "Lafonia" from a Liverpool firm but it turned out to be false economy indeed, as they had to be altered to make them fit at all, and without proper fitting sails the propelling power is much reduced; moreover neither the Master nor the crew feel that pride in their vessel which is really a great asset in working.

We might make the jib and staysail here, but I doubt if there would be much saving, and leave it to you to decide whether to send us mailsail and foresail only.

I am, Sir,

Your obedient servant,

Manager.



No. 594 per Whaler "Lythia"  
and Montevideo. 15/4/22.

806

ENCLOSURES

DUPLICATES (Originals per previous Whalers.)

Despatch No. 593. 12/4/22.  
Statement on Accounts.  
Remarks on Accounts.  
Store Indent No. 576.  
Remarks on Stores.

ORIGINALS.

1. Despatch No. 594. 15/4/22.
2. Remarks on Accounts.
3. s.s. "Falkland" Manifest - Voyage 7 I.
4. Falkland Island Shipping Report - to date.

The Secretary

1922

"Losada"

4th May,

22

595.

Sir,

In view of advices from the "S. N. C." that the "Losada" will be here early this month I think it advisable to write a despatch in advance on two or three subjects.

21. SBIR. This question enters upon a new phase with your telegram of 7th March, for in all that has hitherto been written on the subject we at this end have not contemplated dealing with a vessel of the deadweight of the "Falkland"; in fact, in our memorandum of January we expressly said "ruling out for the time being" a vessel of her size.

Since it was first mooted the question has developed into three propositions, namely, a ship capable of dealing with

(i) lighters and small craft

(ii) the "Falkland" being within two miles of the

(iii) the "Falkland" and a number of whale catchers.

Since writing my last despatch I have seen the Governor twice on the question: at the first interview Mr Roberts was with me, and there were also present the Colonial Secretary, the Colonial Engineer and the Harbourmaster, and a lot of technical details were discussed.

At the second interview I saw the Governor alone, and the following is what he told me -

"For years past the Colonial Office have wished a

The Secretary,

LONDON.

No. 595 per "Losada", 4/5/22.

2

"slip to be constructed in Stanley which would enable the whaling companies to slip their catchers here instead of having to go to Montevideo. The war intervened and the matter is again under consideration. Then you came to me and said that your company wished to build a slip and with our concurrence your Superintendent took soundings to fix upon a suitable site for which you have shown me the plan. There is not room for two slips, and I felt that if your company would construct one, I should be prepared to recommend that the Government stand aside. We should require a large staff to cope with the work, and these men would be idle during the <sup>summer</sup> months. Since then you tell me that your company have purchased the steamer "Falkland", and that your Directors consider that the slip project should be proceeded with.

"As regards the site it is necessary to act in accordance with the provisions of the Land Ordinance of 1903, and if you wish to secure the site chosen the Government would put up to auction a lease of the same - the lease would be for ten years with the option of purchase at the expiration. The land being within two miles of the Cathedral is "Town Land" within the meaning of the Ordinance. The condition attaching to the lease would be that a slip shall be constructed on the land within two years and that it shall be capable of hauling up four whaling catchers at the same time."

In order to be quite sure of quoting him accurately I asked him to confirm the above statement, and enclose a copy signed by the Governor himself.

Our idea of the extent of the land would be 120 yards frontage and from 150 to 200 yards in depth - that is, say, 3 1/2 to 5 acres.

I mentioned in my last despatch that the Governor mentioned again that it had been suggested that if the Govern-

No. 595, per "Losada", 4/5/22. 3

ment build the slip a condition should be inserted in the whaling licences that the catchers should use it, but he was not in favour of this at all. I said that we had no guarantee whatever that they would use our if we built one, and he agreed that the only way by which we could secure the business would be by charging less than Montevideo. He mentioned that they would be saved 2000 miles of steaming, but I do not regard this as much of a factor in the situation, and he seemed inclined to agree that possibly too much had been made of that argument, seeing the distances that they travel in pursuit of the whale.

I told him that a very important point to my mind was that we cannot think of competing with Montevideo as regards climate - our winter months during which the work of chipping, scaling and painting must be done are really desperate for work of that nature, and we must be in a position to guarantee absolutely to complete the work, for otherwise the loss to the whalers would be incalculable. I further told the Governor that there is another point on which we should think of competing with Montevideo, and that is - baksheesh. We know perfectly well that ship-repairing work there is honeycombed with underhand dealing and bribery, and I do not suppose for one moment that the whaling business is exempt.

It comes to this: if the Company desire to have a slip for lighters and small steam craft like the "Iym" and "Kelp" we can construct one on our own premises, either the East or West yard, for a small sum, but if you suggest a slip capable of taking the "Falkland" it becomes a very different proposition, and I cannot see how it could be constructed for much less than £ 10,000. It could hardly pay to expend such a sum for the slipping of the "Falkland" alone, and the Governor is of opinion that £ 10,000 is too a low an estimate of the cost.

It may be argued that -



No. 595, per "Losada" 4/5/22. 4.

- (i) we should be saved the large bills in the River Plate for repairs to the "Falkland" and that  
(ii) we should recoup the expense by slipping whale catchers

As regards (i). I do not know why the bills of the "Falkland" should be so heavy. If she incurs serious damage to the bottom through stranding heavily, this is recoverable from Underwriters. I believe, however, that a good deal of ordinary repair work has been saved up to be done in the River Plate that could have been effected here. When she first came out Messrs Lowden Connell & Co criticised our labour accounts fairly adversely, but I am quite certain that what we did would have cost far more elsewhere and it is more than probable that they instructed their captains to have as little as possible done here. Now that we own the boat we shall take care to put in the stitch in time, and unless she has a bad accident it ought not to be necessary to send her away more than once in every two years for slipping and drawing the tail shaft. She could be beached in the spring at Golding Island for cleaning and painting without any difficulty or risk.

If the "Falkland" is lost are we likely to purchase another steamer of her size? Hardly, and in that case much of the expense on the slip might prove to be abortive.

As regards (ii). What guarantee have we that the whalers would use our slip? I say absolutely none, and if you approach the whaling companies on the point you will probably find that they will not commit themselves one iota. They will use our slip only if it is cheaper than Montevideo, and if Mr Roberts's information is correct that the charge there is only \$ 350 (£ 70) for slipping including 15 days on the slip, there would be very little profit and it is difficult to see how we could afford to do it for less.

My estimate of £ 10,000 may ~~perhaps~~ be regarded as excessive, but I must ask you to consider what the building of a slip to carry a vessel of over 500 tons deadweight means.

No. 595, per "Losada", 4/5/22, 5.

1. We must have someone here with proper technical and constructural knowledge - our present staff are capable of building a slip on the lines of Mr Glovers plans and letter dated 20th September last, or a grid slip, but when it comes to a matter of boats weighing 400 and 500 tons we must not risk a disaster. And seeing that to fix the end of such a slip means working in 16 feet of water at high tide a diver would be indispensable, for you cannot work wooden coffer dams in such a depth.

2. There is no surplus labour available locally at present, and no likelihood of any until the Admiralty finish their work in about a year and a half. It would therefore be essential to import labour and to provide housing for the men on the spot, for when you are carrying out such a work as a slip, especially with a time limit, you must have a special gang of men employed upon that and nothing else. It is not a work that can be tackled at odd times.

3. We find that we considerably underestimated the cost of excavation. The Admiralty Engineer is paying 4/6 per cubic yard for simple excavation, and says that with the cost of wheeling away and necessary supervision he reckons 10/- a yard a safe estimate. Possibly this is excessive, but we ought to allow at any rate 8/6 per yard.

4. Winding up plant, either boiler or oil engine and winch would have to be provided, and, of course, housed in.

There are some other subsidiary considerations which should not be lost sight of:-

The whale catchers are mostly insured by British Underwriters, and may be required to be passed by a Lloyds Surveyor - similarly the "Falkland".

The catchers probably require from time to time fairly heavy castings for renewal of machinery. There are many more opportunities for getting these to Montevideo than to Stanley - in fact they may be able to make them at the River Plate.

No. 595, per Losada, 4/5/22, 6.

If we import special labour for the slip what effect might this have upon our rates for local men?

The Governor specially asked me when the Company's decision in the matter might be expected. I said that I would write fully by this mail and ask you to cable the decision as soon as possible after the end of June. This is my excuse for having written so lengthily, for it is essential in dealing with a project involving so much outlay that no point should be omitted. Some that are mentioned above may not have been discussed. If not, I trust that they will receive the earnest consideration of the Board, for I have endeavoured not to exaggerate the cost or difficulties to be contended with.

It may be feared that if the Company do not now decide to build a slip the Government may proceed with theirs, and our opportunity would be lost. Personally I do not believe that the Government will ever proceed with their scheme, for I know that it would entail a large capital expenditure and annual maintenance costs altogether disproportionate to the possible receipts from the whalers. If they were sure of making both ends meet they would not stand aside in our favour!

As general manager for the time being of the Company's business here I feel it is, or should be, incumbent upon me to view it as a whole. The mainstay of the Company is the Farm, and it is impossible to disguise from oneself the fact that the Farm requires all that the Company can afford to lay out; it cannot be denied that for some years past the property represented by the Farm has gone back in condition, firstly from expenditure on plant, buildings and labour in connection with canning, and secondly from the fact that during the war we could only mark time. I say therefore, and if I speak too plainly I plead a lifetime's interest in the Company's business, that if you can find £10,000 I urge you to put it into the Farm and not into a speculative project like a slip capable of taki-



No. 595, per "Losada", 4/5/22, 7.

up a vessel of 500 tons.

As regards what schemes we should spend what we can on one illustration (more can be given if required) will suffice. In April, 1915 you wrote to the Camp Manager that it had been decided to replace the wool sheds at Darwin and Walker Creek without any undue delay. Seven years have elapsed, and nothing has been done. If these very necessary improvements are neglected and your Camp Manager sees money going into a slip it must damp his enthusiasm in his work, for it does look like grasping at the shadow and losing the substance.

3. R A M S. Following my reports (590/20 and 582/6) on the question of rams from South America, the Governor informed me that he has consulted some of the farmers as to repealing the Order in Council which prohibits the importation of Live Stock from South America. Those whom he has consulted are opposed to the withdrawal of the prohibition and the Stock Inspector agrees with them. The latter is especially opposed to any relaxation at present as the flocks on the Coast have become so mixed up through cutting of fences and other sabotage by the strikers in the Argentine.

I am sure the Governor will not abandon his standpoint unless the farmers generally advise him that sheep might be allowed in from Patagonia under strict precautions and possibly from certain districts or flocks which are above suspicion.

Consequently, if we wish to introduce quickly any considerable number of rams we should have to look in some other direction. As regards the particular strain to be introduced the Board will have the advantage of personal discussion with Mr Slaughter, and also his brother, Mr H. J. Slaughter who is on his way home now, via Punta Arenas. I understand that the latter is regarded as being one of the most successful breeders at Sheep Cullen Station of the particular cross which is favoured.

I suppose that a large importation direct from New Zealand like we had by the "Dunrobin" early in 1902.



No. 595, per "Losada", 4/5/22, 8.

feasible now. On that occasion we were able to import 266 rams at a total cost of £ 1,850, the freight being £ 3. per head. I realise, of course, that it is out of the question at the present time to secure anything like such a low rate - the invoice of that shipment of which a copy is enclosed is at any rate interesting.

4. SCHOONERS I received the copy of your memorandum dated 6th January - "Amendment of Mr Harding's estimate of cost of running schooners".

Your figures are based upon such an optimistic estimate of the time required for loading and discharging that any rates calculated upon such a foundation would be certain to result in a considerable loss on working.

Now that we have bought the "Falkland" further discussion as to schooners may be regarded as superfluous, but I feel that the question should not be allowed to close with such a misleading estimate of the capabilities of schooners, whether equipped with motors or not. The "Falkland" will not last for ever and coasting by schooner will come up again some day for consideration - it is only fair to my successor that I should thresh the matter out thoroughly now and leave it on record, otherwise he might be expected to perform impossibilities.

However many men you may put on to loading general cargo you cannot put more than 5 tons an hour into a small hold through one hatch, unless this is stowed properly according to the nature of the cargo and in such a way as to prevent shifting when the vessel is under way, you are only inviting disaster. Similarly, as all cargo has to be hoisted out of the hold by hand winches you cannot discharge more than 5 tons an hour.

Therefore the time allowed for loading and discharging is quite inadequate, and as for one day in which to get from Stanley to North Arm ..... well, no doubt it is possible on

No. 595, per "Losada", 4/5/22. 9

about 20 days out of the 365, but you may wait 3 or 4 days before you get the necessary wind. On an average, motor or no motor, the time allowed for the voyage - one day - may be doubled and possibly trebled.

The calculation is based on North Arm alone, but how about voyages to the West? Estimates cannot be based upon one port, and the only safe method is to take the actual results of working for a complete year. My estimate was based on the experience of actual working of the vessels for many years - since we laid them up for steam some additions have been made to our plant and further facilities for working have been provided, but the hoisting of cargo in and out must still be done by hand winches, and men do not work any faster than they did 10 or 15 years ago!

You will find enclosed a resume of one year's coasting of each of three schooners, one of which, the "Malvina", had an auxiliary motor. The years were selected haphazard, and as recent as possible. These records show the actual trips done by each vessel, the time on each trip and the total produce brought in, as follows -

	Voyages in Year.		Total.	Wool & skins.	Tallow.
	East	West.			
"Lafonia"	11	11	22	2645	471
"Gwendolin"	9	12	21	2337	499
"Malvina" (motor)	22	4	26	2136	457

The total produce brought in by each corresponds nearly exactly to the proportionate capacities of the holds of each vessel, which are roughly 117, 105 and 101 tons of 40 cubic feet respectively.

The results of the working of the "Lafonia" and "Gwendolin" were practically identical. The "Gwendolin" was the faster sailer and as Captain Rowlands was in command she was put onto the longer trips. As the "Malvina" was found to be such a ~~poor~~ <sup>poor</sup> sailer she was given the nearer ports to attend to, but even so she did in the year only 4 more trips than the

No 595, per "Losada", 4/5/22, 10

others, although fitted with a motor. It is quite certain that the "Gwendolin" or "lafonia" would have ~~been~~ achieved the same result as the "Malvina" if sent to the same ports.

The moral of these actual figures is that a motor at the tail does not entirely compensate in these waters for poor sailing qualities. It is indispensable in the first instance that the schooner should sail well - it is the sailing qualities that tell in a strong wind that blows during the day-time here. Then, in the summer months, when the wind falls, in the evening, night and early morning, the motor is invaluable in enabling the vessel to make a port instead of spending the night outside with sails flapping - and I have no doubt that motor engines have progressed very considerably since the days of the "Malvina".

As mentioned above, I think all this should be placed on record and should be weighed if the question of reverting to schooners recurs. I adhere to the opinion expressed in 572/6 of February, 1921 that if it should someday be decided to do the coasting by schooners fitted with motors, you should have two vessels each capable of carrying at least 180 bales of, say, 30 cubic feet, or in other words, with stowage capacity of nearly 6,000 cubic feet and a certain amount of accommodation for passengers. A schooner carrying only 120 bales, such as the "Gwendolin" would be if fitted with a motor, would cost just as much to run as a vessel carrying 50% more cargo.

I am,

Sir,

Your obedient servant,

Manager.

ENCLOSURES

1. Estimates (3) cost of Slip.
2. Signed Memorandum and correspondence with the Governor  
re Site etc.
3. Extract from Logs - Lafonia, Gwendolia and Malvina.
4. Copy of Invoice of Rams from New Zealand 1902.



No. 596

"Losada"

25th May,

22

596.

Sir,

I received by the "Ortega" on the 19th instant your Despatch 1225 of 12th April.

2. 1225. 2. Mr Roberts has commanded the "Geandolin"; you will see from the copy of my correspondence with the Government that it was only on the 7th April that they agreed that a schooner carrying not more than twelve passengers might be sailed with an uncertificated Master. On the 3 short trips since that date Mr Roberts was in charge.

3. ar. 7. I had hoped that the quantity of coal to be sent by the "Ballena" would have been reduced by at least the 200 tons ex "Magellan". It remains to be seen what freight the S.N.C. are charging by the "Ballena".

4. ar. 11. In all probability the conveyance of Mr Acke's freehold land which was drawn up and executed here will suffice. The Government have accepted it as valid and have registered it in the Land Records.

5. ar. 13. I did not suggest that the Company should compensate Browning for fencing and buildings, but merely assist by taking over the stock. Unless there is some special clause in his lease (which I have not seen) the case should be governed in equity by Section 12 of the Land Ordinance of 1903. The Governor may however treat the case under the public lands Ordinance of 1902 - that is to say, he may regard it in the light of a resumption of possession by the Government for a public purpose, namely, as land required for a Government ex-

The Secretary,

LONDON.

No. 596, Per "Losada", 25/5/22. 2.

perimental farm or for an extension of the Stanley Common. If so, the Government would compensate him according to Section 14 onwards. I have not had any further discussion so far with the Governor about this, but it is useful to know that the Company would assist in the matter by making an offer for the sheep. The Governor expected that before this the cattle ordered by him from home would have been here, but owing to the recent bad outbreak of foot and mouth disease in England they could not be exported. This probably is the reason why the Governor has not made any further reference to the matter.

6. Par. 15. The Governor has made all arrangements for the Stock Inspector to proceed to the West Falkland in about a month or so in order to carry out the necessary researches with regard to the suspected abortion in sheep.

7. Par. 16. Mr Wild, the representative of Messrs Clayton, Son & Co. Ltd arrived by the "Ortega". The points agreed upon in your correspondence with the firm have been noted.

8. Par. 17. The change of ownership of the s.s. "Falkland" has been registered here, but the Registrar of Shipping has explained that the shipping register still contains the entry of a mortgage for £ 5,500 dated 14th January, 1914, in the names of F. E. Cobb and R. L. Connell. For your information a transcript of the Register has been obtained and is enclosed. Presumably the proper steps will be taken to have a release or cancellation of the mortgage registered here.

The returns asked for will be sent as directed - other points mentioned by you have been noted. With regard to the collection of produce from Lively Island and Bleaker Island might I suggest that Mr Roberts may be allowed to express any view he may have in the matter before the Board lays it down definitely that the "Falkland" must not call at either of these ports? The general collection of wool must be hampered if certain ports are allocated to the steamer and schooner respectively.

No. 596, per "Losada", 25/5/22. 3.

Seeing that the "Losada" goes direct home and that we were able to secure passages by her for Captain Owen, his wife and Mr Ritchard, I thought it advisable to avail ourselves at once of this, the only, opportunity of getting them home direct, and therefore more cheaply.

In recommending that the "Falkland" should be commanded by our Marine Superintendent we had by no means lost sight of the facts mentioned by you, namely that it must take him away from his superintending work in Stanley, and that we have no substitute in the event of a breakdown, but in view of the paramount necessity for reducing wool freights the steamer must be run as economically as possible, and you cannot secure this without sacrificing something, or running some risk. If these freights are not reduced your clients will break away and it is a case of choosing the least of evils.

You instruct that the rates of freight on cargo outward from Stanley should be revised at once, but you do not indicate whether up or down. I do not consider that these rates can bear any reduction, and if you increase them at once without any compensating reduction on wool freights all the clients will be exclaiming that the moment the F.I.C. buy the "Falkland" the rates are increased instead of being reduced. There is scarcely any outward cargo at present except to our own stations, and before the Board's approval of any revised scale could be obtained we hope that the "Falkland" will be laid up. Under these circumstances would it not be better to leave matters as they are until you are in a position to revise the freight on wool as well? Apropos of freights Mr Hobbs writes me under date 10th April - "for your guidance I may say that we are paying ocean freight to London or Liverpool £ 6. 6. 0. weight or £ 2. 2. 0. measurement".

9. Mar 18. You will see that I wrote fully about the ship, thinking that the "Losada" might be away before the "Ortega" arrived.

I gather that in writing about a site "East of the

No. 596, per "Losada", 25/5/22. 4.

Engineers' Shop" you must mean the Smithy and Foundry, as on the East side of the Engineers' shop we have the Store and Office etc. I have had to telegraph that a site east of the Smithy is impracticable. You probably remember that the public road there runs quite close to the beach, and even if the Government would permit this to be closed (it is quite certain that they would not) there would not be sufficient area in front of the smithy and of the private property in alignment with it. As regards the site to the eastward of the common gate, the position is as explained in the memorandum signed by the Governor who may decide that a fair amount of notice should be given before the auction of the lease takes place in case others may wish to bid, although this is unlikely.

We have gone over Mr Glover's fresh plans and on going into figures as carefully as we are able Mr Roberts and I estimate the cost of carrying out the scheme No. 2 as it stands at about £ 8680. The plan would, however, require to be elaborated to comply with the Governor's condition that the slip should be capable of taking up 4 or 5 catchers at a time, each of which must be able to be refloated at any time. It will be necessary therefore to add to this £ 8680 whatever the extra cost of labour and material would amount to.

Our figures are, roughly:-

Material as per scheme No. 2.	£ 4050
Boiler	645
Spares	85
Freight & insurance, say	600
Engineer and driver, 1 year	750
Passages and board	250
Excavation	600
Sundry labour	1500
House for boiler	200
	£ 8680.

As regards Mr Glover's suggestion (page 2, last para but one) for extending the rails 100 feet on the land side for



No. 596, Per "Losada", 25/5/22.  
No. 596.

blocking off an additional catcher ahead, Mr Roberts points out that this would entail a good deal of excavation as the land rises quickly about 1 in 12. If provision for the catcher is made by side slipping it would probably be much cheaper, moreover, if one catcher is blocked off ahead of another you are unable to refloat it independently.

The draft of the "Falkland" is given as 5' forward and 9' aft: we assume that these figures are correct, but have no plans of displacement scale here to enable us to verify them. So far as we know, <sup>with bunkers and</sup> ballast tanks empty but with boiler filled, she draws 7' forward and 12' aft ~~with bunkers~~, and Mr Roberts thinks that we should have out here plans of profile and displacement scale. We should also have correct information as to the pitch of the propeller.

In reply to your enquiry as to the life of pitch pine under water we have telegraphed that our experience is that it is not safe to reckon it at more than seven years. I am sending in a parcel some samples of wood attacked by worms here, amongst which you will find a piece of pitch pine. We do not know how long it was under water, but from the condition of the wood itself and the galvanized spike in the wood it cannot have been under water for long. There is also a piece which we believe to be greenheart - at any rate it is very hard and even this is not proof against the teredo. Quebracho is nearly but not quite immune. If Mr Glover's estimate is for pitch pine it is quite likely that it will have to be increased to provide for a different quality of wood for under water work.

I informed the Governor that I had written you in the sense of the concluding paragraph of my 591/5, and he said that he would prefer to deal with the matter at this end. But I replied that we had not authority to pledge the Company without explaining the matter to the Directors fully, more especially as there will be conditions attaching to the lease of the site. The Governor told me that they had been in correspondence with the Association of Norwegian Whaling Companies with refer-

No. 596, per "Losada", 25/5/22. 6.

ence to their shipping catchers here, and I gather that those Companies have told him what facilities they would require or expect. The Board may deem it advisable to communicate with that Association.

10. Par. 19. The accumulation of such a number of hides as the shipment per "Oaklands" is quite unprecedented and not likely to recur. It is certainly necessary to circularise clients on the subject, and the circular letter as per enclosed copy will probably suffice. We must have a weighing machine on the Great Britain to check the weights and spend a little more time and attention on them at this end. The small remuneration we earn for attending to the shipment of hides will not pay, but I think that we must set this off against what we receive in respect of wool and sheepskins. We used to have a rule not to ship less than ten hides under a separate mark - small consignments were weighed and sold under our own mark, the value being apportioned according to the weight. I have suggested that we should revert to this practice which worked all right before.

11. Par. 20. We are very glad to hear that a new cylinder and piston head for the motor boat will be sent out.

12. We would draw your attention to the enclosed copy of correspondence with the S.N.C. on the subject of their demand for a receipt for all goods delivered into lighters. We have pointed out that their assumption that goods may be extracted from lighters between the time of delivering ex ship and checking by Customs is incorrect, and that our staff does not permit of our having a tallyman in each lighter.

13. Major Brookhouse left the Colony in the "Ortega".

14. I understand that Mr Ritchard's agreement with Messrs Lowden Connel & Co. provided that he would be paid up to 22nd July, and that he would have a free passage back to Liverpool. I thought it better to send him home in the "Losada" direct rather than keep him until the "Oriana" which will not arrive in Liverpool until the middle of August, although this

No. 596

means paying him for nearly an extra month. The passage by "Losada" is cheaper than by the "Oriona", and if kept for the latter he would be entitled to wages up to the date of arrival in Liverpool.

15. I do not know whether the S.N.C. have made any reference at your end to the question of the "Great Britain". It appears that Captain Earse objected to taking the "Magellan" alongside, and even demurred to bringing her into the inner harbour, but he was overruled after a reference to some of the senior captains. He asked why we could not moor the "Great Britain" outside opposite Navy Point now that their cargo vessels are so much larger and of deeper draft.

The Chairman will recollect that when the S.N.C. first came here, 22 years ago, they wanted us to move the hulk but although we have succeeded in resisting that demand for all those years Mr Roberts fears that the time will come shortly when some arrangements other than the existing ones will be necessary. I have thought it as well to refer to this as it looks to be more than probable that in the shipping of produce the Company may before long have to face expenditure, such as the cost of additional lighters.

16. Lloyds certificate of appointment of Mr Houston is returned herewith. If Lloyds have issued a new one in the Company's name would you send it out as it should be exhibited in this office.

17. Copies of telegrams exchanged with the S.N.C. Valparaiso as to shipping of produce are enclosed. The uncertainty as to the arrival of the homeward cargo steamers considerably disorganizes one's plans for collection, for they are usually a fortnight later than the date advised. On April 29th I received a telegram asking what wool we should have for a steamer in the middle of June and replied 1300 bales, thinking that a homeward boat would be sent, which as usual would be a fortnight later than their date. But on May 17th a telegram arrives from them saying that the "Hallena"

No. 596, per "Losada" 25/5/22. 8.

outward bound would take this, - consequently it was necessary to despatch the "Falkland" again quickly to start getting produce to Stanley. The "Losada", however, does not arrive until the 22nd May, and in the meanwhile the "Falkland" has returned - we could not discharge her cargo into the hulk and had to put this straight into the "Losada" - hence this wool which arrived in Stanley last is shipped before the earlier collections.

I hoped that the "Losada" would take what tallow we had, but she cannot do so, and now we find that instead of taking 2,900 bales as promised she cannot load more than 2200, leaving us with a balance of 700 plus the "Falkland's" cargo, a total of about 1250 bales and 126 casks of tallow as well. I shall therefore supplement my telegram of 22nd May by a further message telling them that the "Losada" has taken 700 less than the quantity promised and urging them to send a boat some time in July to ship all the wool and tallow direct home.

18. The "Losada" will sail early to-morrow morning - the 27th May - direct for Dunkerque and London.

I am,

Sir,

Your obedient servant,

Manager.



No. 5

ENCLOSURES

DUPLICATES (Originals per "ythia" 15/4/22.)  
Despatch No. 594.

Remarks on Accounts.

Statement on Accounts.

ORIGINALS.

1. Despatch No. 596.
2. Journal for January, February and March.
3. Cash Book for March.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indents No. 577.
7. Remarks on Stores.
8. Stanley Ledger Balances to March, 31.
9. West Store Cash Voucher - April.
10. Return of Camp Wages.
11. Return of Stanley Wages.
12. Camp Manager's Report - 10th May.
13. Shearing Returns (Memo attached).
14. Sheep Killing Returns.
15. Records of Service. Mc herson and T. Burns.
16. s.s. "Falkland" Manifests 8/9 1. & 10 1.
17. do Crew list.
18. Sch. "Gwendolin" Manifests 1/8.
19. Coasting Insurances.
20. Indent for G. G. Engineer's Stores, Gwendolin.
21. 98 do 51 for Camp Library Books. & re produced documents.
22. s.s. "Falkland" Transcript of Registry.
23. Letter to Secretary re Lamb Marking Nets, May, 1922.
24. Memo do re packages H. J. Slaughter.
25. P. 1. Magazine, May 1922.
26. Copies of Admiralty Accounts. £489.5.11 & £56.2.2.

## Correspondence:-

To Clients re Hides, 17/5/22.  
 " P.S.N.C. re landing cargo at Stanley.

London Salvage Assoc. 17/5/22.

Salvesen & Co re Hansen.

From London Connell & Co with our Memo.

## SPECIFICATIONS.

	Mark.	Wool.	Skins.	Tallow.	Hides.
Sir,	J.B.L.	50.	3.	1.	
	D.H.	12.	4.		
	N.A.	16.	15.		
	T.R.	154.	10.		
	J.L.W.	8.	62.		76.
	H & B		37.		
	Z	152.	13.	14.	
	J.H.D.	150.	3.	25.	
	Mc G	9.	15.		48.
Triangle.	P.R.	84.	2.		
	R.B.C.	40.	1.	2.	
	L	20.			
	H.W.	42.	3.		
Triangle D.H.		87.	3.		4.
	S & S	155.			21.
	S.	66.	8.		24.
	J.B.	218.	12.		

27. Produce brought to Stanley per "Gwendolin".

28. Cables exchanged with P.S.N.C. re produce shipments.

29. Claim for £ 7. - 3. - P.S.N.C.

30. Copy of P.S.N.C. account dated 25th May, 1922.

No. 587 per "Oriana" 27/6/22

587 "Oriana"

27th June,

22

597

Sir,

I wrote last per "Losada" which left at daylight on 28th May, and received on the 12th instant per "Bailena" your Despatch No. 1226 of 5th May.

2. 1226 3. From the enclosed copy of further correspondence with the Colonial Secretary it will be seen that the Government agree to adopt the home practice of allowing a schooner carrying not more than 12 passengers to be sailed without a certificated Master.

3. 1226 4. The "Kelp" was delivered ex "Bailena" in good order; she is quite roomy below and looks to be just the boat that we require here. We are taking advantage of the opportunity to scale and paint the bunker bulkheads and to attend to the boiler seating before putting the boiler in her, so that some time must elapse before we can get her in working order, more especially as all available labour is so fully occupied with landing cargo ex "Bailena" which is followed so quickly by 250 tons in the "Oriana". I thought it as well to telegraph you at once in reply to the enquiry as to whether she would be able to tow an Admiralty 500 ton barge; if she has towed 1000 ton lighters there should be no doubt whatever as to 500 tons, and it seemed to me that the original owners should have been able to say what her capabilities are. Of course, the shape of the barge to be towed is a factor, but it is more than probable that the Admiralty lighter would sit very low in the water and would therefore be an easy tow. We will test the "Kelp" with one of the larger

The Secretary,  
LONDON.

No. 597 per "Oriana" 27/6/22. 2.

hulks and report the result later.

4. Para. 6. I am sure that Mr. Locke would have been able to reassure you in a few minutes as to the points raised in Messrs. Bischoff & Company's letter. As everything is quite in order I have dealt with the matter in a separate memorandum enclosed herewith.

5. Para. 7. A telegram was sent that the site near the foundry for a slip is impracticable. This is so from every point of view; the enclosed plan shows that the area available is altogether inadequate unless the foundry were moved back up the hill which is not feasible. Even if it were the Governor would not permit the slip to cross the roadway which is the main road towards dwelling houses to the Eastward, and to the Wireless Station and the Lighthouse. The road and telephone lines would all have to be diverted and a new road made at very heavy cost. That site is therefore quite out of the question and consequently the use of the smithy boiler.

I am sorry, but I must demur entirely to your statement that "the total outlay, even providing for plant capable of slipping the 'Palkland' and five whalers at a time will not in any way approach the figure indicated in your despatch". It is necessary to say very plainly that the project is by no means a simple one, and the Directors before committing themselves definitely to it should consider carefully all contingencies, and go very minutely into the details of the probable cost. Your estimate is £ 7000 plus cost of excavations ashore and a boiler which must be housed in, and the whole yard should be fenced. In the last sentence you write that it is not clear what excavations I refer to, and that the incline of the sea bottom should be continued on shore for 230 feet, the length of the slipway. Seeing that the incline of the sea bottom is 1 in 25 and the shore length of 230 feet is 1 in 17½ it follows that if this incline of the slip is to be 1 in 25 for the whole length considerable excavation will be necessary.



I do not find that you include anything for the cost of sending out an expert constructor and diver, and as pointed out in a previous Despatch we must be prepared to import labour. At present, with so many employed on Admiralty work we can hardly cope with the current work, and have in fact had to employ the carpenters in assisting to discharge cargo from the steamers. It may be said that an expert constructor is not necessary, but has the question been considered in all its bearings? After a recent meeting of Council the Governor asked me to remain behind with the Colonial Secretary and reverted to the slip question, asking what further news I had about it as whaling matters had been on the tapis. In the course of conversation I said that you had not apparently contemplated sending out an expert, but that I thought one would be necessary. He said at once that if a site were leased to the Company for building a slip the Government would have to be satisfied that it was properly constructed. The idea of a Government slip was to provide facilities for whalers, and if the Government agree to stand aside in favour of the Company, they require some guarantee that it will be safe for the whalers to use. Apropos of this, I do not know whether you read a recent legal decision in the case of a vessel which toppled over when being slipped. The slip owners had a clause in the contract absolving them from all liability in case of accident, and judgment was given in their favour. Under these circumstances would the whalers be likely to use our slip unless they were satisfied that it was quite safe? Therefore I think provision must be made in your estimate for the cost of an expert.

I would ask you to excuse my saying that there is a strong optimistic tendency in your estimates, and that when due allowance is made for labour at this end, cost of expert and diver, fencing and buildings, the total outlay will approximate to the sum I have previously mentioned, in fact I venture to prophesy that the total will exceed my figures.

No 5597, per "Oriana" 27/6/22. 4.

Before we can arrive in any way approximately at the probable cost, one requires to have a detailed specification of all work and material.

6. Para. 9. The lease of 22-a Port West Cove Reserve has not been renewed for a period of 3 years from 15th April, 1922 and endorsed to that effect.

7. Para. 13. This is the first intimation we have had that the Brecht Company's outstanding claim for £ 879. 1. 4. is admitted. Two seasons' casings have been supplied to them to a total value of £ 1153. 4. 5. resulting in their owing us a balance of £ 274. 3. 1. for which we have no security. I wish to say that the responsibility for this does not lie with us, and it is well to recapitulate all that happened.

In 1918 a contract was made with the Brecht Company by which we agreed to supply and they agreed to purchase our casings for a term of three years. The terms of this contract were reported in Mr Houston's Despatch 544 par 3. In that year they purchased or supplied machinery and materials for our account resulting in an indebtedness on our part to them of a balance of £ 879. 1. 4. which we disputed. This claim was to be investigated by Mr Goddard whilst here in conjunction with Mr Houston (see London Despatch No. 1200/7) but until the receipt of your present despatch we had no information as to what decision had been arrived at.

In view of this dispute Mr Gresham in August 1920 cabled asking whether he should ship the 1919/20 casings and was instructed to do so. Their men who clean the casings remained here in accordance with the terms of the contract for the killing season 1920/21, but in shipping that season's output we requested Mr Hobbs to deliver only against payment of the account.

The Brecht Company must have known perfectly well that the previous year's account of £ 630. 19. 11 had not been paid. By their contract with us as per Mr Houston's letter of 3rd April, 1918 confirmed by them in a letter (copy enclosed) they

No. 597, per "Oriana", 27/6/22. 5.

undertook to pay £ 500 to our agents as soon as the goods were ready for shipment and the balance after shipment. Hence the contention in their telegram to you as to the goods being perishable can only have been a protest for obtaining the casings without payment.

The result is as stated above - that they owe us a balance of £ 274. 3. 1. I do not know whether you would have preferred to deal with the matter at your end, but on the whole it seemed advisable to apply at once to them for payment, and copy of my letter is enclosed.

8. para 13. You will have learned from my 593/22 that Voyage 6 of the s.s. "Falkland" terminated with the discharge of inward cargo on 30th March so that the adjustment of the account will be simplified. Final accounts are being sent by this mail to Messrs London Connell & Co. a copy being enclosed herewith.

9. para 18. I had a talk with Mr Neave as to the proposition of the Admiralty that we should undertake the custody of the oil installation, and he has been good enough to show Mr Gresham and myself the plans of the installation and also what has been done so far. I may explain that the tanks are set in what may be described as a huge saucer, the idea being that in the event of an accident the oil would be caught in this and not lost. But this saucer will equally hold rain water and arrangements are made for draining this off, seeing that we are seldom without rain this must be attended to constantly and the valves secured at once. Then again, there will be a large steam pump for dealing with the oil, and other machinery, all of which should be turned periodically and kept in order. The oil and machinery would be worth quite a quarter of a million, and there must be a responsible man living on the spot to attend to all this work, and also to warn off trespassers or persons who might damage the property. This would mean quite £ 250 a year as we should have to send over stores regularly, and it seems to me from most points of view that this man should be preferably an Admiralty nominee, for as such he would be vested with more authority than a servant of the

Company. Moreover, if he got tired of the job the Admiralty have better facilities for replacing him than ourselves. Our Marine Superintendent would, of course, see that he carried out his duties properly, but all the same it requires someone with a certain amount of training. The clerical work can be carried out without any difficulty.

Then comes the question of handling the oil from tankers and delivery to R.M. Ships. At present Mr Neave has no definite information as to the barges to be used or as to the kind of jetty to be constructed for discharging and loading alongside. Until this is decided we cannot form any idea of the amount of work which will be entailed. It is evident that our remuneration for handling the oil must be on a tonnage basis, and this can only be estimated after we have had some practical experience. Would the Admiralty allow us first to carry out the work, we keeping a strict account of all expenses incurred and being repaid this with a percentage on the out of pocket expenses? After some actual experience we should be in a position to fix a definite figure per ton for taking delivery and issuing to ships, and could then enter into a definite contract with the Admiralty if desired. Until we know something more definite it is not possible to name a figure and I telegraphed you accordingly a few days ago. Mr Neave assures me that the work will take a long time to complete, for up to the present he has excavated 8000 yards out of an estimated 15/20,000, and in addition to this he has to construct a jetty and water reservoir, and also to lay the oil main pipes.

10. I enclose an envelope purporting to contain share certificate in the F.I. Transport Company belonging to Mr A. Morrison - presumably all certificates will be required at home and I will advise other shareholders that these had better be forwarded.

11. I believe that the Governor would be willing to purchase the stone cottage situated between Government House and Sullivan House - I have mentioned £600 to him as the value, and would be glad to know whether the Directors would sell at that figure. I am unable to find the deeds of this cottage and think that they must



No. 597, Per "Oriana" 27/6/22

7.

have been sent home. In the event of the Government purchasing, these will be required here. Mr. Locke would be able to indentify them.

12. The Chief Engineer of the "Palkland" has mentioned a point in connection with bunker coal which is well worth consideration. Her bunkers hold about 40 tons of the quality sent out during the last few years, but this is not sufficient for a trip round the extreme West, and we have to carry a reserve of 10 tons or so in the hold which at some part of the trip has to be hoisted up and placed in the bunkers. If we had a good quality Welsh coal the bunkers would hold about 3 or 4 tons more, and it is considered that good Welsh coal is 20% more efficient than the soft coal we have always had. If this assumption is correct 40 tons of Welsh coal would do the work of 50 tons of the present quality. Seeing that at present rates the freight alone is 45/- per ton, or say 50/- landed and stored, there appears to be a possibility of considerable saving -

50 tons of existing quality costs 26/- p.t.	£ 65.
freight and landing	125.
	£ 190.
40 tons of Welsh would cost presumably 35/- p.t.	£ 70.
freight and landing	100.
	£ 170.

and in addition to the actual money saving we should be saved the handling of 10 tons which has to be put into the hold and afterwards hoisted up into the bunker. Of course, it depends on the f.o.b. Liverpool price you would have to pay for Welsh coal unless there were an opportunity of one of the S.N.C. steamers touching a South Wales Port.

13. The "Ballena" arrived on the morning of the 12th and sailed early on the 21st; we were fairly hard pressed, having to take delivery of nearly 1200 tons of cargo and to load over 1600 bales, some tallow, and about 60 tons of Naval Stores. The Admiralty tank material is awkward stuff to handle, the iron plates

No. 597, per rian 27.9.11

being 30 feet long, and about 10 feet wide, and  
satisfactory that we were able to get the  
clear up the Great Britain.

As mentioned in a previous letter, we  
cut small quantities of some of the best  
for the Government at 45 per ton, sure  
as a lower rate for 500 tons in

14. Mr Slaughter will not be writing or any longer  
mail as he is going home. He has had time  
more than once and discuss the question of  
posed expert, and also as to the importation of  
Coast. This will not be permitted for some time  
and Mr Slaughter consequently thinks that we  
most to get rams from New Zealand. His opinion is that  
to bring up our flocks to a more refined type and  
Romney is the best type for this country  
bred in New Zealand is, he thinks, undoubtedly  
bred in England - he says that everyone agreed  
importation some years ago in Mr Allan's time, and that  
ial effect on our flocks, and that if it is to be repeated  
should be repeated. Of course, it would cost more money  
money spent on that would come back to us in four to five

I am,

Sir,

Your obedient servant,

Manager.

DUPLICATES. Despatches 595 & 596 per "Losada" 4th May, 1922.

ORIGINALS.

1. Despatch No. 597.
  2. Journals for April and May, 1922.
  3. Cash Books for April and May, 1922.
  4. Statement on Accounts.
  5. Remarks on Accounts.
  6. Store Indent No. 578.
  7. Remarks on Stores.
  8. Specifications per s.s. "Losada" and "Ballena".
  9. Coasting Insurances, May, 1922.
  10. Farm Loss A/c and Horse & Cattle returns.
  11. s.s. "Falkland" Manifests, 11 and 12 I.
  12. Falkland Islands Shipping Report.
  13. P. S. N. C. Claims - shortlanded and damaged cargo.
  14. Pilferage claims.
  15. Cash Voucher West Store, May.
  16. P. I. Gazettes, May and June.
  17. P. I. Magazines, June.
  18. Memo re Messrs Bischoff's letter, 26th April, 1922.
  19. Plan of Crozier place and memo.
  20. Conveyance, Vere back to P. I. Co. Ltd.
  21. s.s. "Falkland" documents.
  22. Indent for s.s. "Falkland".
  23. Memo re "Falkland's" dynamo.
  24. Freights per "Gwendolin".
  25. Admiralty Account.
  26. Engineer's report and parts required for Fordson Tractor.
  27. Share certificate - P. I. Transport Co. Ltd (A. M. Morrison).
- Correspondence - re Engineer of "Falkland" (Harley).  
To Brecht Company, and copy of agreement dated 25th July, 1928.  
re uncertificated Masters for schooners.

(over)

Specifications.

<u>Mark.</u>	<u>Wool.</u>	<u>Skins.</u>	<u>Tallow.</u>	<u>Hides.</u>
S I	18	7		
D & S	192	32	13	147
A F B	75	6		12
W C	21	2		
J L W			18	

The Secretary.

1893.



No. 598. Per "Ortega". 2/8/22.

lifting of produce, and we do not feel any more than we  
 tion is to enter into a definite contract with the  
 done some years ago. If so, this would have to be done  
 "Ortega" and the submission of the price on 5th August,  
 598. and secured in the first instance. I think that the  
 owners resident here do not mind whether they are  
 by Sir, or not, when the collection is complete the order  
 My last despatch left per "Ortega" on 1st July, and I  
 received by that steamer your No. 1227 dated 31st May.  
 would be 1227 & 4. The Directors may rest assured that fires are  
 kept up regularly in the Manager's house and that the contents  
 are carefully looked after, and that the price of coal is  
 that 3.10 am. 5. The high freight on coal by the "Falkland"  
 renders it impossible for us to sell to Clayton at anything like  
 the price suggested by them in their correspondence with you.  
 On the arrival of the "Balkona" we had on hand 355 tons which  
 cost us landed 84/9 per ton. The "Falkland" shipment of 515 tons  
 cost landed 76/2 per ton, so that the total stock was 770 tons  
 which had cost £ 3042, or an average of 79/- per ton. We de-  
 livered a lighter load of between 60 and 70 tons and have charged  
 them 87/6. It is as well to give you these details in case  
 Messrs Clayton question the price. We would never send a ton of  
 to 4 years 10. & 12. So long as there is plenty of employment  
 to be had in Stanley on the Naval works it may not be possible  
 to run the "Falkland" and "Gwendolin" concurrently for the want  
 of crews, and I fear that comparisons between the respective  
 cost of collection of produce will be of little value. The  
 schooner would naturally be sent to near ports only, leaving  
 the steamer to collect from distant ports, as a little extra  
 mileage when the latter is actually under way does not make such  
 a difference to her as to a sailing vessel. carrying the govern-  
 or of the You use the word "contract" in connection with the

The Secretary,

LONDON.

No. 598, per Ortega, 9/8/22. 2.

lifting of produce, and we do not feel sure whether the suggestion is to enter into a definite contract with stations as was done some years ago. If so, this would have to emanate from London and the adhesion of the principal sheepfarmers living in England secured in the first instance. I feel that the smaller owners resident here do not mind whether their stations are served by steam or sail - when the collection by schooners was under discussion some asked whether freight would be less by sailing vessel than by steamer, and we have always replied that the charge would be the same.

The reduction of the through freight to £ 12 per ton has given great satisfaction, and this being so I do not think that the present method of levying the freight can be bettered. A circular, copy enclosed, has been sent to every client embodying most points in connection with the Falkland and schooner.

5. para. 11. It is to be hoped that history will not repeat itself in the matter of schooners' sails. If you will refer to London Despatch 1007/8 and my reply 285/8 you will learn of the loss we suffered 16 years ago by trying a Liverpool firm for sails for the Lafonia. I endeavoured then to expose the fallacy of what may be termed the Bond Street Tailor argument, the Despatch from London stated you would never send a labourer to Bond Street to be dressed, and this is really what fitting out a working coaster amounts to if you order her suits from Lapthorn. A schooner here is not fitted with sails with a view to appearance or effect, but because sails are the propelling power, and if badly ~~fitted~~ cut will bag in the centre and will not propel the boat properly. Sails which fit badly are in fact analogous to a badly constructed or defective engine.

6. para. 13. Upon the receipt of your telegram of 15th July a letter was sent to the Colonial Secretary apprizing the Government of the decision of the Board to postpone the construction of a ship until there is some improvement in the financial outlook.

7. para. 14. A telegram was sent to you on the 25th July

reporting that the "Kelp" was able to tow the "Falkland" easily in a moderate breeze and that there is no doubt whatever as to her towing capacity. The "Falkland" was loaded with a fair quantity of stores and material, drawing 14 feet of water aft. She offers a lot of resistance to the wind and the test was therefore a good one.

The letter from the Admiralty containing detailed instructions as to the duties requiring to be performed in connection with the maintenance and working of the oil tanks will have proved to you that it is necessary, as pointed out in my last despatch, to have some responsible man resident at the Depot. So far from our having heard from Mr Neave full particulars of the proposed system of discharging the tanks and supplying H.M. Ships, he really is not yet in possession of full details himself. However, we will await your reply to the suggestion in despatch 597 that before entering into any contract the Admiralty should allow us to have a trial to enable us to ascertain what work is really entailed.

8. Para. 16. I think that you will find that this is the first intimation we have had that the Fitzroy Estate account was to be kept separate. In fact all that we have hitherto received indicated that these accounts should be completely amalgamated with those of our own farm. We acted upon this, but before the end of the year the accounts will be dissected and a statement furnished showing the Fitzroy Profit and Loss as a part from the Farm.

9. Para. 17. I admit that the large debit of Dr Craddock on 31/12/21 calls for some remark, but feel sure that the Board need not anticipate any loss on this account. It may be remembered that Dr Craddock is not a newcomer, but is a resident of several years standing and we know that he is not entirely dependent upon his practice here. A large proportion of the account is for stores which include something in the way of furniture for his house on the West Falkland. Furthermore, his salary from the West Falkland Medical Association and the fees

No. 598, per "Ortega", 9/8/22.

4

due from the men are not payable in advance, consequently there is always a fair sum due to him in respect of these. The debit balance at 30th June has been reduced to £ 589 only, but in July we have received a credit from him of £ 300.

10. The Board will have gathered from what has been written in the course of the year that we had every hope of laying the "Falkland" up and completing the collection of produce by the "Uwendolin". Circumstances have, however, proved too strong for us, and upon the receipt of a telegram from the S N C that the "Bogota", leaving England on the 14th July had been detailed to call here especially to lift our produce it became evident that in view of the favourable state of the wool market we ought to take the fullest advantage of the opportunity. Various clients have urged us to get their tallow home and we owe a duty to the smaller men to get their output realized before the end of the year. The "Bogota" is really the last chance we have of accomplishing this and the "Falkland" was therefore sent round on a clearing up trip to ensure getting everything home. Of course stores will be required at Darwin and we specially want to send out the shooks required for next season's tallow barrels.

We shall no doubt hear something from the Directors as to whether they consider it worth while to bring in the "Bertha" logs, if so this will provide the schooner with a return freight to Stanley.

11. The Directors will learn with satisfaction that the Farm wages for the half year ended 30th June 1922 amount to £ 7421 as compared with £ 8248 for the corresponding period for last year — a decrease of £ 827.

12. I very much regret to report that the boiler of the "Kelp" has quite a serious defect caused no doubt through careless usage. Mr Peters's report enclosed shows that just below the furnace a small patch of the plate is badly corroded, a drill test having shown that the thickness of the plate there, originally  $9/16$ ", is now reduced to  $3/16$ " (three-sixteenths), that is



No. 598, per "Ortega", 9/8/22. 5.

Duplicate to say, two-thirds of the plate is corroded away. A patch has been put on and we hope that any further corrosion will be arrested, but there is no getting away from the fact that the defect is most serious. Doubtless you will refer this to some consulting engineer and obtain an expert opinion.

The defect is absolutely patent to a layman as the rivets on the circumferential seam to which the patch is quite close are also badly corroded, and I cannot understand why this was not at once spotted by the people who lifted the boiler out. It is most unfortunate that advantage was not taken of having the boiler examined when such excellent opportunity offered, and the defect remedied by having the patch electrically welded. I fear that it will be found that the boiler will not last more than about five years.

13. In Despatch 580/12, I wrote that there was a possibility of recovering part of Mrs. J. Robson's debt. She has received an award from the Berkeley Sound Farm and has agreed to assign £900 in settlement of amounts owing by her to the Company and Mr Vere Lacke. The £900, with interest at 5% is payable in 5 instalments or less at the option of Smith & Sons who intend to pay off the amount as quickly as possible. We shall consequently recover something more than two-thirds of the debt.

I am,

Sir,

Your obedient servant,

Memoranda -

Re typewriter

"Yalkland" Manager. trip - Miller

Royal Insurance Policy - Island property

re cargo shortlanded ex S.N.C. steamer

S.N.C. and coasting freights

ENCLOSURES.

Duplicates (Originals per "Oriana", 30th June.)

Despatch No. 597.  
Journals for April and May  
Statement on Accounts  
Remarks on accounts  
Store indent No. 578.  
Remarks on Stores  
Indent for s.s. "Falkland"  
Memo re "Falkland" dynamo  
" " Bischoff's letter 26th April.  
Specification - W.C. 21 wool, 2 skins.

ORIGINALS.

1. Despatch No. 598.
2. Journal for June.
3. Cash Book for June.
4. Statement on Accounts
5. Remarks on Accounts.
6. Store Indent No. 579.
7. Remarks on Stores.
8. Cash Vouchers, West Store, June and July.
9. Coasting Insurances - June.
10. s.s. "Falkland" Manifest - 13 I.
11. Returns of Establishment and Wages - Camp and Stanley,  
June quarter.
12. P.S.N.C. Account - copy.
13. Falkland Islands shipping report.
14. F.I. Magazines for July and August.
15. Admiralty accounts £ 5. 2. 0. and £ 29. 17. 9.
16. Claim "Oriana" - £ 18. 7. 0.
17. Copies of final Whaling Company Accounts.
18. Indent for J.H. Dean's Estate, Pebble Island.
19. Engineer's report on "Kelp" boiler.

Memoranda - Re typewriter.  
"Falkland" special trip - Miller.  
Royal Insurance Policy - Island property.  
re cargo shortlanded ex P.S.N.C. steamers.  
P.S.N.C. and coasting freights.

No. 598, Enclosures, continued.

Specifications.

Mark.	Wool.	Skins.	Tallow.	Hides.
S B	187	14	7	
W P			24	
J L W	5			
F	8			
Heart	13	11		21
B	100	5		25
J H D	80			
	2			
A P	6	3	4	
F s		20		
M V	59	6	1	
H & B			33	
Z			37	
F B	20	3		
			11	
A F C	40	7		
L	54		1	
D & S	26			

The Secretary.

"Bogota"

599.

16th August,

22.

Sir,

I wrote last on the 8th instant per "Ortega" which brought your despatch No. 1228 dated 12th July.

2. 1228 - 2. In view of all that you write on the subject of the slip it would not be becoming on my part to discuss the matter further; there are however various points that do not appear to me to be supported by facts, and are not borne out by the light of our experience here.

3. Par. 4. I am glad that the Directors agree that the rates of freight by the "Falkland" should be left as they are for the present; when the results of a year's working are known you will be in a better position to judge what alterations are justified. My doubt as to whether the suggested revision should be up or down was occasioned by a passage in the memorandum dated 22nd January, 1922 - "Notes on Coasting".

4. Par. 5. I will go into the question of a weighing machine for hides on the "Great Britain" and send an indent by next mail.

5. Par. 8. The continuous controversy with the S.N.C. on the question of freights both outward and homeward must be very unsatisfactory to you, and I have occasionally wondered whether a good deal of correspondence and recrimination might not be saved if some definite principle could be agreed upon.

All throughout these discussions the rates ruling for Punta Arenas form the basis of comparisons - this is quite natural as the mileage of the two ports, Stanley and Punta Arenas, are much the

The Secretary,

LONDON.



599, per "Bogota", 16/ 8/ 22.

2.

same. Conditions of working are not very dissimilar and the only material point that the S N C can make for differentiating between the two is the matter of deviation from a direct course in order to call at Stanley. Calling at an extra port means some deviation in every case, and is a matter of degree. If the deviation entails a large loss of time and extra steaming the

S N C naturally expect some extra freight for this. Would it not be possible to agree upon a fixed extra percentage over all unta Arenas rates? It ought not to be a large one, but if it could be fixed our rates would fall or rise automatically. At present, when freights rise we are jumped up at once, but when they fall it is usually some months before the reduction is extended to us, and then only after a good deal of squeezing.

Apropos of this I may mention that Mr Linley, the Valparaiso manager passed through on the "Ortega". I was unfortunately confined to the house by an attack of lumbago, but Mr Gresham had an interesting talk with him. Mr Linley had been instructed by the Liverpool office to discuss with us the matter of receipts for cargo mentioned in my 596/12, but Mr Gresham gathered from chance remarks that the S N C are more concerned at the possibility of clients breaking away. Mr Linley referred to remarks that have been made from here pointing out that clients have been offered better terms from unta Arenas firms, and showed pretty clearly that the S N C are most anxious to retain all the wool carrying from here. If the Directors think it worth while to take any steps in the matter of the suggestion made above these points may assist the discussion. I know, of course, that there are times when, by offering a heavy cargo outwards, you are able to secure a special rate, but even if the S N C did agree to rates based upon those of unta Arenas this would not debar the Company from making a special deal in special cases.

6. ar. 9. The pensions granted to Mc herson and Burns are noted.

7. ar. 10. By last mail I sent a memorandum as to the special trip of the "Falkland", and will amplify this later when I have

had an opportunity of seeing the Registrar of the Supreme Court.

8. Mar. 11. I do not think that there is in existence any comprehensive plan of Stanley and the neighbourhood. The Government have a plan of the town itself, and yours is no doubt a copy; the Eastern limit of the plan is lot 39, section IV, and there are no houses beyond this - merely the Cemetery and the Company's slaughter house quite close to the Eastern fence of the common. The Western limit is Government House, beyond which is Sullivan House quite close to the western fence of the common.

In July, 1899 I obtained particulars of all the suburban lots and explained the position of each, incorporating in my memorandum a rough sketch showing the approximate position of land to the Westward owned by the Company. This was sent to the London Office at the time and is no doubt on record in your office.

I will go into the matter with the Governor and ask permission to copy any plans they have - unfortunately there is no draughtsman here at all and if we are permitted to take any copies I shall probably have to do them myself and I fear they will not be very expert.

9. Mar. 12. A note will be prepared for Mr Slaughter on his return explaining the necessity for packing the North Arm bales better in the box. I had already drawn his attention to the shape of these bales, some of which have burst at the end when handled in the Great Britain.

It is not surprising that some of the Fitzroy bales have had to pay freight on measurement basis - the pressing plant there is very old and the Assistant Camp Manager thinks that it was originally at North Arm and was purchased from the Company when new plant was installed there some years ago. He reported upon it to Mr Packe about a couple of years ago and Mr Packe will doubtless bear out this assertion that the press simply will not press the bales any tighter. When the wool is light as last year the average weight per bale being 16 lbs less than the previous year, the plant is incapable of squeezing 18½ lbs of wool into a cubic foot of space.

10. Mr Neave informed me that he had instructions to report to the Admiralty what land he considered it advisable for them to retain on the North side of the Harbour, as they do not apparently propose to keep more than necessary. As he mentioned this to me only yesterday there has been no time to go into it thoroughly. I judged from what he said that the Admiralty might be willing to re-sell to us the land compulsorily acquired some years ago or to continue the lease. They paid us £ 1000 for it and have rented it to us since at £ 15. per year, which is tantamount to lending us £ 1000 at 1% interest for the past 17 years. As a commercial proposition it would say better to continue to rent it at that figure if the Admiralty would extend the lease, but on the other hand buying the land back would be acertainly without this block on which to keep the sheep for Stanley mutton, we could not continue the butchery business. The Government would, I am sure, jump at the chance of acquiring it, as this would give the Governor just what he requires for grazing near Stanley.

11. The "Bogota" arrived yesterday, having come direct from Hull without calling at any intermediate ports. As she has not discharged any cargo to provide space for our produce the Captain is dubious about being able to take all, but we think that it will be managed.

I am,

Sir,

Your obedient servant,

Manager.

No. 599, per "Bogota", 16th August, 1922

# ENCLOSURES

## ORIGINALS.

1. Despatch No. 599.
2. Remarks on Accounts
3. Store Indent No. 580.
4. Remarks on Stores
5. Stanley Ledger Balances, 30th June, 1922.
6. Store Ledger Balances, 30th June, 1922.
7. Remarks on Store Debtors.
8. Butchery Ledger Balances.
9. s.s. "Falkland" Manifests 121 amended and 141.
10. s.s. "Falkland" Itinerary, 14 I.
11. Clayton Son & Company, a/c Landing Charges £ 59. 9. 5  
and £130. 18. 4
12. Clayton Son & Co, Store A/c £ 17. 3. 6. & £ 94. 1. 5.
13. Falkland Islands Gazettes July and August, 1922.
14. Falkland Islands Shipping Report
15. List of overcarried cargo per S N C steamers.
16. Correspondence

Maclean & Stapledon.

## Specification

that N A reports on 130 hides and 1 bag tails.

Wool. 40. 3.

out; (M) 5.

Wm Dean's a/c for Luncheon.



## S L I P

(London Despatch 1228 - 12th July, 1922.)

"I will set out for your information and for purposes of record the salient points of the proposition as they appear to the Directors".

In this memorandum I propose to comment upon the points ~~seriatim~~; some of my remarks have appeared in previous despatches but it may be convenient to record them again in this memorandum.

(a) Owing to the conditions of tide and the absence of any dock or slipway in Stanley the Company's vessels have hitherto suffered premature deterioration, resulting in unnecessary capital expenditure.

I am quite unable to discover any warrant whatever for this statement. The list which has been prepared shows that the age of the floating property is very high - one hulk and one lighter, still in constant use, being 93 years and over 80 years old respectively.

During the past 30 years we have purchased only one uncondemned vessel specially for a hulk - we have bought others which have been condemned, not altogether because we wanted them, but mainly to prevent others from acquiring a hulk and being able to compete with us.

Schooners have been hove down and bottoms repaired and kept in good order - vide London Despatch 985/2 in which it is remarked that our reports on what had been effected in that way "certainly lessens the need for a slip". No schooner has ever become worn out; when lost, it has been from striking, and each schooner at the time it was lost was in excellent sailing condition.

(b) All the costs for upkeep and the repairs of vessels must be paid for out of the coastwise freight, and freight in turn has to be borne chiefly by produce. The farm therefore is very directly interested in the economical running of the coastwise vessels.

This is perfectly correct, but unless you have proved that, after allowing for the cost of a slip and its upkeep, the owning of a slip has resulted in economy, the proposition has no bearing on the matter.

(c) The company has had bitter experience of the appalling charges for ship repair work at Montevideo, both in the case of the "Samson" many years ago, and the "Falkland" in 1919 and 1921. The latter cases being largely accountable for the excessive coastwise freights in 1920/1921 which have been the subject of so much protest from all. The only way to avoid a repetition of such expense is to make Stanley independent of the South American ports.

The only occasion on which we have been privileged to peruse the details of these Montevidean accounts was that of the "Samson" in the year 1905, five years after we had purchased the boat. In this case the Company itself was much to blame, for prior to the purchase the London Office wrote that the boat was suitable in every way except as regards age, and that a new boiler was essential. In spite of that she was sent out here with her old boiler, and the boat herself was in a really dilapidated condition. It was only when the old boiler was lifted out that the extent of the necessary work was made visible, and Lloyds Surveyor at Montevideo refused to permit her to leave the port until this work had been carried out. Had the boat been properly overhauled before being sent from England the bulk of the repairs afterwards executed at Montevideo could have been carried out at home at possibly half the cost.

History repeats itself in the case of the "Kelp" which has just arrived with the boiler in a very defective condition.

These cases cannot be bracketed with the "Falkland" purchased on the spot, the condition of which is well known to us.

We have never been permitted to know what the repairs to the "Falkland" at Montevideo did cost, much less peruse the actual accounts. I challenge Lowden Connell & Co to deny that they instructed their Captain and Engineer to have as little done in the Falkland Islands as possible, the result being that instead of the stitch in time everything was saved up to be done at the River Plate, and they paid through the nose for it. I am convinced that the bulk of the work there on the hull above the water line could have been done here at much less expense.

In 1921 she was sent up practically solely on account of the

boiler and we are informed now that the boiler is leaking at the patch that is put on. Slip or no slip, the boiler could not have been prepared here.

Consequently, a slip here, unless it is supported by all machinery and skilled labour for all kinds of repairs will not make Stanley independent.

(d) On the authority of one of the most reliable slip engineers in this country it is known that a slip capable of taking the "Falkland" or hauling up two whale catchers at a time, with provision for side slipping two - thus assuring that repairs to four boats can be carried on at the same time - can be completed for £ 9,000. This sum includes all diver work and excavation, and it is for a thoroughly permanent structure with reinforced concrete foundations throughout.

I do not see how a slip engineer in the United Kingdom who is totally unacquainted with local conditions here can form a reliable estimate of the total cost of erection. (See London Despatch 1056 - 2 as to the additional expense at this end to be anticipated). He can, of course, tell you what is the prime cost of necessary material in England, but if you asked him to contract to get it all out here and erect the slip, he would hedge very considerably.

I assert that the completed slip would cost very much more than £ 9,000.

(e) If no outside business, such as whalers, is secured, it would mean at the most a permanent annual charge for interest of , say, £450 which, when spread over the Company's vessels, would not represent a heavy annual charge for their proper upkeep.

When you say that "it would at the most mean a permanent "annual charge for interest of, say, £ 450", you must surely mean "at least £ 450". The boiler and winding gear must be housed in and fenced, and this must be looked after.

(f) Whether the whalers would use the Stanley slip in preference to that at Montevideo must always remain purely a commercial proposition. We have letters on the subject from several of the whaling companies,



and the chief point made by each is that the 2,000 miles of extra steaming to Montevideo would be saved. This is not surprising since it represents an annual additional expense to each Company owning three catchers, of about £ 1000. It may be added that the Company has just recently been approached by a Whaling Company, asking it to join in a whaling venture and, included in their programme, is a slip for whalers in Stanley.

If the statements of the Whaling Companies can be relied upon the sending of the catchers to Montevideo must have cost the combined Companies owning 30 catchers among them no less than £ 10,000 a year for extra steaming. That is to say that they have been spending annually on this alone more than the cost of a slip. I have more than once asked the question "why have not these Companies built their own slip?", and in view of the above figures I ask it again, for it seems absolutely inconceivable that they would for every successive year for the past years have spent in steaming alone more than a slip would have cost them.

I have before me a letter from Governor Allardice dated 1st August, 1912 in which he said "several of the whaling captains talked last year of building a slip." That is 10 or 11 years back, and one cannot but wonder why, if the slip is to be so advantageous to them, they have neglected to build one.

I wonder whether the gentleman who has wanted you to join in a whaling venture is a certain Andreas Nilsen who has written several letters to me and also to the Governor? At any rate you may take comfort from the assurance that he will never get a licence. I wonder, too, whether you know how much it would cost to fit out a whaling company comprising a factory and 3 catchers, and how much a half-share would amount to?

(g) Little importance is attached to their not giving a guarantee before-hand. This could not reasonably be expected until charges and facilities are known. The Company's position is, after all, only similar to a man who pays a large sum for an attractive shop site and has to build without any guarantee of patronage from the public.



I agree that most commercial ventures are "ventures", and that ordinarily you must by supplying create a demand. If this were a port on a shipping route, with vessels calling and passing similar to your analogy of a shop with potential customers passing to and fro, one would be justified in risking a venture, but when you have only the whalers to depend upon it would be a reasonable precaution to ascertain beforehand the prospects of securing their custom.

- (h) If then the whaling business is secured the outlay would not constitute a charge on the Company, (as at e), but would be a profitable business which would return in the neighbourhood of 15% to 18%. The total outlay, therefore, coming back in about 6 years, in addition to which coastwise freights would be favourably affected.

Figures please! You calculate a profit of 15% to 18% on a capital expenditure of £ 9000, but if your capital expenditure will, as I believe, inevitably be doubled, your profit would be halved. Moreover, one would like to know whether this profit is dependent upon receipts from the "Falkland". If these are calculated on anything like the Montevidean scale it would be a case of out of one pocket into another.

- (i) Your alternative scheme of a small slipway for the craft like the "Kelp", "Plym" etc., represents an outlay from which, owing to its limited capacity, no outside business could be obtained. Moreover, no provision is made for the all important schooners which equally need attention.
- (j) If your alternative scheme be increased to the capacity necessary to deal with the schooners it must be borne in mind that such a slip would cost from £ 3000 to £ 4000 and would still be incapable of handling the whalers, and, therefore, of securing outside revenue.

For the "Kelp" and "Plym" drawing only 5 feet and 6 feet of water, and weighing, say, 35 and 30 tons respectively, it will be far more economical to have a very modest arrangement in our own yard for hauling up. To take these small vessels to a site nearly a mile away and employ gear capable of pulling up a craft of 700 tons deadweight would be very uneconomic - in fact like

using a shire horse to pull a costermonger's barrow.

As regards the "all important" schooners; these have not been regularly employed for the past 10 years, and within the last 3 both have been hove down, copper and keels repaired, and have had all the attention necessary (vide para. a).

(k) Should the construction of a slip in Stanley be left to the Colonial Government is it not improbable, (sic) having regard to the usual extravagant methods adopted by them, that the outlay will be in the region of £ 20,000? Of that sum the Company would have to bear the largest proportion in the form of extra taxation, and would receive nothing in return.

I will take the last point first - that the Company would have to bear the largest proportion in taxation and would receive nothing in return.

If there is such a profit attached to slipping as is estimated in (h) such profit would accrue to general revenue and would according to its extent obviate taxation, and the Company's share would be proportionately reduced.

If the Government did build a slip they must have in addition the necessary repairing shops and skilled labour, for the whaling companies would not leave their catchers here for simple slipping. The whalers require to be absolutely assured that all repair work can be executed and their vessels re-classed periodically by "Lloyd's Surveyor. Possibly this furnishes the answer to my question under (f) as to why they themselves have not built a slip. It is not the slip itself that would attract them - they must have every other appliance. You may say that we possess appliances, but what do our appliances consist of? - a small steam hammer, drill, cutting and shearing machine, and a very poor lathe. We can only cast about 40 lbs of brass at a time - we cannot cast iron; and a good lathe capable of trueing up a tail shaft would be indispensable.

Therefore, if you talk of attracting the whale catchers you must be prepared to increase your appliances very considerably, and you must have more skilled workmen, especially a boiler

expert.

In conclusion I would say that if the Company intend to have a slip, well and good, but let us be quite frank and honest about it. The reasons for the slip as stated by you and the anticipations formed as to its productiveness do not appear to me to be sound, and I cannot help saying that many of the statements are not borne out by facts. But if, as I say, the Directors are determined to have one, let us first count the real cost of the slip, erection, and the indispensable adjuncts, and be absolutely sure of our figures. Then having counted the cost let us further have some reasonable certainty that we shall recoup it, either from repairs to our own vessels at a reasonable figure or from receipts from outsiders.

A rational optimism is to be commended as a habit of mind. It encourages confidence and stimulates enterprise. But we should not allow it to warp our judgment or obscure the realities of the position. If we do, we are in danger of falling into an excess of confidence, when enterprise degenerates into rashness and our own energy only serves to swell our loss.

Stanley, F.I.

12th September, 1922.

R.M.S. "Oriana".

27th September, 1922.

600

Sir,

My last despatch left per s.s. "Bogota" on the 16th ultimo.

2. Your telegram of 28th August instructing me to petition the Governor to allow rams to be imported from the Coast arrived on the 31st August, and I at once wrote officially about this. The next day the Governor asked me to go and discuss the matter; he pointed out that the prohibition of importation was imposed upon our own representations in 1920, and he recapitulated all that had happened then and since. He said that he was very anxious that rams should be imported but could not act in any way contrary to the spirit of the regulations as to Foot and Mouth Disease which prohibited importation into England from any port which has not been free from disease for at least six months. His last information was that <sup>on</sup> ~~since~~ the 10th April there was no Foot and Mouth Disease in Southern Patagonia, although certain cases had been reported at Chubut, and upon the strength of that information he had allowed horses to come from Punta Arenas about 3 or 4 months ago. But he said, "My strongest safeguard is the fact that Mr Blake offers to have the sheep quarantined upon his own station. I cannot conceive that, if he had any doubt at all in his mind, he would have made this offer, for he would never risk infecting all his flocks". I said that he had a further safeguard in the fact that Mr Blake's

The Secretary,

LONDON.



No. 600, per "Oriana", 27/9/22. 2.

son was managing a large farm at San Julian, the port from which the sheep would probably be shipped, and that he could be relied upon not to allow any infected sheep to come over. "In that case", the Governor said, "if you want to telegraph at once you can say that the prospects are favourable", and then himself wrote the telegram which I endeavoured to despatch to you the following morning, but owing to the entire interruption of wireless communication from 1st to 18th September, this failed.

I saw the Governor again on the 4th; he said that on going further into the matter he felt that the reports of a Vice Consul at Punta Arenas and a Consular Agent at Gallegos, both so far distant from San Julian, would be worthless - certainly not to be compared with the safeguard afforded by Mr Blake's offer to quarantine the rams at his own station. He would therefore have a meeting of the Executive Council as soon as he could get all the facts collected, and would invite the Council to rescind the proclamation.

The Executive Council on the 12th instant rescinded the proclamation restricting importation of sheep from Patagonia, and on the next day a telegram was despatched apprizing you of this, but this will probably not have reached London for the best part of a week. In the meantime we cancelled the despatch of the telegram of the 2nd as the situation was changed.

In communicating your telegram to the Government I omitted any reference to the cost of production of wool, given as 8½d which presumably includes freight and marketing expenses. If this figure had been mentioned it might have given rise to questions as to how it was arrived at, and unless one is in a position to give a categorical reply it seemed better not to refer to it.

3. In continuation of paragraph 8 of my last despatch I called upon the Governor with reference to plans of Stanley and neighbourhood, taking with me our own plan, of which yours must be a copy. I was evidently mistaken in writing that the Government possessed a comprehensive plan of the town itself, for the

No. 600, per "Oriana", 27/9/22. 3.

Governor told me that they have plans of different sections of the town, but nothing comprehensive or so good as ours, which I have recently had brought up to date. He asked for the loan of it in order to have copies printed off - when this is done he will let us have one for your office.

The plots which we own outside the town can all be identified from the list dated 12th April, 1899, and my manuscript explanatory memorandum of 10th July, 1899. These plots consist of the Dairy Paddock (52 acres) and a plot of 10 acres (both presumably shown on your plan); also a ten-acre plot about  $1\frac{1}{2}$  miles to the East of the town, and three 10-acre plots a mile to the West of the Town. None of these distant plots have ever been fenced, in fact the three 10-acre plots to the West have never been located by survey, and are quite useless to us; they are just part of Stanley Common. Possibly the Governor would be willing to repurchase these at the original price, and it would be as well to have on record the views of the Board in this matter in case the Governor alludes to the question again.

4. Your statement in 1228 - 2 (a), that the Company's vessels have suffered premature deterioration prompted me to compile a list of all the floating property showing the ages of the different craft, the date of purchase or acquisition, and the general history of each. It struck me that such a list might form an interesting and useful historical record of all our floating craft; it shows incidentally that the bulk of our floating property is decidedly ancient - one hulk 93 years old, and one lighter over 80 years old, being still in constant use. "Premature deterioration" would hardly seem to apply in these cases.

5. I enclose a copy of letter from the Colonial Secretary as to the purchase of the stone cottage near Sullivan House - he informed me verbally that the purchase of this would certainly not prejudice the sale of Sullivan House in any way. Had we sold this to anyone other than the Government it might have prejudiced the sale of the latter to them, and it was for that reason that I made the offer to the Governor verbally.

No. 600, per "Oriana", 27/9/22. 4.

6. We have had some trouble with the propeller of the "Kelp", necessitating getting her on the beach twice, but this is now remedied. This enabled us to test the efficacy of the black varnish which you reported in 1226 - 4 had been put on. This is coming off bodily in patches of fair size, showing rust underneath, and it will not do. The plates of the boat are very thin - thinner even than those of the "Plym", and it will be remembered that one of these corroded right through and had to be renewed. The "Kelp" could not be hove down on her side in the same way as the "Plym". We must therefore take every precaution over the hull of the "Kelp" which must periodically be properly chipped and brushed with a wire brush before putting on proper anti-corrosive and anti-fouling paint. To do this effectively she must be out of the water for sufficient time to permit of the proper drying of the plates before the paint is applied. We are devising a means of doing this at the West yard and will carry it out without delay.

7. Following paragraph 7 of my last despatch on the subject of the special trip of the s.s. "Falkland" I saw the Registrar who reminded me that as the amount in dispute is less than £ 50 it would be a case for him as magistrate. I furnished him with a statement, copy enclosed, which states briefly the circumstances of the case and all the facts which we can swear to, and informed him that I proposed to make a formal application for a summons against Mr Miller for £ 25. He replied that he would require some prima facie or direct evidence of the claim before being justified in summoning Mr Miller to appear; he had to guard against frivolous or vexatious applications. He understood that Mr Miller's remark to Mr Gresham was merely in the course of conversation and was subsequent to his talk with Mr Houston. Although Mr Houston had told Mr Gresham that Mr Miller had said that he would pay £ 100 for the trip, this was really hearsay evidence.

As Mr Houston was the principal party on our side to the alleged arrangement it would be necessary for us to pro-



No. 600, per "Oriana", 27/9/22. 8.

duce an affidavit from him as to what took place between him and Mr Miller. He added that it might be decided that, in justice or fairness to Mr Miller, he or some other representative should be given an opportunity of cross-examining Mr Houston before some official on the statements in the Affidavit.

The statement was drawn up very carefully after eliciting all information from every source, and Mr Gresham corroborates that it is as correct as his knowledge goes. Although your 1228 - 10 states that "Mr Gresham is well acquainted with the facts of the case" you will see that he has no firsthand knowledge of the actual conversation between Mr Houston and Mr Miller which took place presumably at Mr Houston's house, and he is therefore not in a position to swear to it. An Affidavit from Mr Houston is consequently the first indispensable step. I have jotted down in a separate memorandum the points of the case as they appear to me; as previously stated I fear that in the absence of any documentary evidence we have no chances of obtaining a verdict, and I think that when you have obtained Mr Houston's Affidavit, it might be as well to submit this and other papers to your legal advisers and obtain their opinion. If the verdict went against us we should have to pay Mr Miller's costs, namely, passages from Hill Cove and back, and maintenance in Stanley..

8. The presence of lice amongst the sheep at Port Louis necessitated dipping these in August. The old dip had been dismantled and Mr Robson kindly allowed us the use of his. But this outbreak emphasized the necessity for having the new dip and draining stage erected without delay, and the "Gwendolin" was despatched with all necessary material, the blacksmith going out to rivet the dip and fit all the piping recently sent out. The schooner picked up the surplus of material which Mr Packe sent out for the Port Louis jetty - you will remember that the construction of the proposed new jetty was vetoed by the Directors when about half completed - and took this round to Fitzroy. There is about sufficient material



No. 600, per "Oriana", 27/9/22, 6.

to extend the Jetty there to a depth which will enable the "Falkland" to go alongside and thus convert Fitzroy into a port carrying the most favourable rate of freight. Doubtless in course of time many of the sheep now shorn at Darwin will be driven to Fitzroy for that purpose, and a deep water jetty will be invaluable there. The schooner also took out the motor boat to Fitzroy; we fitted the Kelvin engine into a boat 17 feet long with a beam of 5' 9", and it has proved very successful. It is better to have the engine in a small boat and use her to tow a scow or large boat rather than have the engine in a large boat and load that boat with materials.

The "Gwendolin" has made a further trip to North Arm and Darwin with stores and shearing materials.

9. You will have learned that our wireless communication has been very badly interrupted of late, and I might explain that our set is only what is termed a spark set. The Admiralty promised some time ago to let the Colonial Government have a valve set, but they say now that this cannot be supplied for some considerable time. The operators at the Cerrito Station at Montevideo say that they are very fully occupied in dealing with shipping news, although there is a fixed time for handling Falkland Islands messages; moreover our signals are weak and often jammed out by stronger currents. The Admiralty wireless ~~operator~~ telegraphist who has remained here until now says that he fears that communication will be very difficult during the summer months.

When possible, we invariably reply to your telegrams the same day, and if you do not receive a reply you may be assured that communication is interrupted. No messages could be transmitted between September 1st and 18th, and then only through the medium of passing steamers (see enclosed note from the Postmaster).

10. I have received a letter from Mr A.F. Cobb - extract enclosed - dated 27th August, reporting the total loss on the 25th August of the cutter "Exc" which is insured by you for his account. The Notary Public has compiled from this

No. 600, per "Oriana", 27/9/22. 7.

extract a marine declaration or protest which has been sent to Mr Cobb for signature, but in view of the fact that he has now only a dinghy with which to communicate with the mainland some considerable time may elapse before the document is received in Stanley again.

11. In your despatch 1223 - 2 you referred to the merging of the appointments of Marine Superintendent and Company's Engineer into those of Captain and Engineer of the "Falkland" respectively, adding that the salaries of these two officers would probably have to be slightly increased. Mr Roberts has commanded both the "Gwendolin" and the "Falkland" for some time, and I should be glad if the question of his extra remuneration could be settled during the current year. He ran the "Gwendolin" for six trips ranging from the beginning of October to the middle of January, and for three further trips in April and May last, when he took over command of the "Falkland" until the 8th August when she was laid up. His standing salary is £ 400 per annum; that of Captain Owen was £ 32. 10. 0. per month plus a half-yearly bonus of £ 5, making just £ 400 per annum. But in addition to this he was paid an overriding bonus of £ 25, rising £ 10 annually to £ 55, so that his salary in the last year of his Agreement was £ 455. When the steamer was in Stanley Captain Owen had very little to do, but Mr Roberts has always been fully occupied with his marine superintending work as well, and I think that under the circumstances an extra £ 100 per annum for combining the two offices would not be excessive.

As regards the Engineer, Mr Peters will, I understand, be willing to take the combined job, but after a residence at the present time of over 6 years he wishes first to have a few months leave in England. He would like to leave here in the early part of next year if possible, and I should be glad if you will advise me whether the Board approve.

In the meantime Mr Harley has agreed to remain as Chief Engineer of the "Falkland" for another year, which would enable Mr Peters to go to England. The question of a new

No. 600, per "Oriana", 27/9/22. 8.

agreement could be settled with him then, or failing this, there would be sufficient time for you to engage a new Engineer for the combined posts. Mr Harley would remain if necessary until his successor arrives, but this should be not later than the middle of October, 1923.

12. I received a telegram from the London Salvage Association authorizing me to proceed with the sale of materials salvaged ex "Guvernoeren", and two auctions were held on September 2nd and 9th to dispose of everything except electrical gear and whaling appliances. These, as per copy list enclosed, have been retained for disposal by tender if possible to the whaling companies calling here about the end of October. We purchased a quantity of useful materials as per enclosed list; some 7" manila which we bought might be sold to the P.S.N.C. for warping lines, and we propose to send them a sample in case they care to quote us a price.

13. I got Mr Roberts to have a thorough inspection of the "Falkland" as soon as possible after she was laid up, and enclose his report. The boat has not been well looked after during the last few years; chipping and scaling of ironwork has been neglected, and in many instances paint has been just slapped on over the rust. It is true that owing to the impossibility of laying the boat up for a reasonable period it has not been possible to have all this attended to properly, but the successive Chief Officers could at least have had a little at a time done thoroughly.

For the past month those of the crew who were retained have been getting on with the necessary chipping and scaling.

Following our memorandum of 27th June the dynamo with its engine have now been dismantled and are sent home by this mail for repair. The bedplate has not been removed and a rough sketch of the plan is enclosed for the information if necessary of the firm repairing the machinery. I assume that the matter will be placed in the hands of Mr Kennaugh and that he will not



ENCLOSURES.

No. 600, per "Oriana", 27/9/22. 9.

DUPLICATES (Originals per "Bogota" via Andes 16th August, 1922.)

find it necessary to place the work with the actual makers who are in Glasgow. If it can be done in Liverpool the charges for railway transport would be saved. Strong packing cases have been selected for the machinery, and if carefully <sup>un</sup>packed these cases would serve again for repacking the parts after repair.

ORIGINAL

1. Despatch No. 500.
2. Journals, July and August.
3. Cash Book, July and August.
4. Statement on Accounts.
5. Remarks on Accounts.
6. Store Indent No. 581.
7. Remarks on Stores.
8. Memo re Engine for Father Higgins.
9. West Store Cash Voucher, August, 1922.
10. Coasting Insurance, July and September 1922.
11. Schneider "Owendolin" - Itinerary.
12. Specification - "Bogota" shipment.
13. P.S.N.D. Account and passenger list.
14. Schedule re Company's floating property.
15. Claim, £21. 14. 8. for shortlanded cargo.
16. Clayton Son & Co - A/cs £310. 7. 1. and £24. 8. 4.
17. Admiralty Account, £371. 1. 11.
18. Chas. T. Scott & Co. £59. 9. 9.
19. F.I. Gazette, September.
20. F.I. Magazine, September.
21. Report of F.I. Census, 1921.
22. Report on s.s. "Falkland".
23. Sketch of bed-plate of "Falkland's" engine sent for repair.
24. Memoranda:- Wool & skin shipments, 1922.  
Mr Houston's correspondence.  
Miller case - s.s. "Falkland".  
Points on the Miller case.  
Cutter "Ere" - memo. re wreck.
25. List of goods salvaged ex "Guvernoren" taken for store; and left on hand.

I am, Sir,

Your obedient servant,

Manager.

(over)



ENCLOSURES.

DUPLICATES (Originals per "Bogota" via Andes 16th August, 1922.)

Despatch No. 599.  
Statement on Accounts (memo)  
Remarks on Accounts  
Store Indent No. 580  
Remarks on Stores  
List of Overcarried Cargo  
Store Ledger Balances 30th June, 1922  
Butchery Ledger Balances "  
Stanley Ledger Balances "

ORIGINALS.

1. Despatch No. 600.
2. Journals, July and August, 1922.
3. Cash Book, July and August, 1922.
4. Statement on Accounts
5. Remarks on Accounts
6. Store Indent No. 581.
7. Remarks on Stores
8. Memo re Engine for Father Migone.
9. West Store Cash Voucher, August, 1922.
10. Coasting Insurances, July and September 1922.
11. Schooner "Gwendolin" - Itinerary
12. Specification - "Bogota" shipment.
13. P.S.N.C. Account and passenger list.
14. Schedule re Company's floating property
15. Claim, £ 21. 18. 8. for shortlanded cargo.
16. Clayton Son & Co - A/cs £ 310. 7. 1. and £ 24. 3. 4.
17. Admiralty Account, £ 371. 1. 11.
18. Claim, T. Scott & Co. £ 59. 9. 9.
19. F.I. Gazette, September.
20. F.I. Magazine, September.
21. Report of F.I. Census, 1921.
22. Report on s.s. "Falkland".
23. Sketch of bed-plate of "Falkland's" engine sent for repair.
24. Memoranda:-
  - Wool & skin shipments, 1922.
  - Mr Houston's correspondence.
  - Miller case - s.s. "Falkland".
  - Points on the Miller case.
  - Cutter "Exe" - memo. re wreck.
25. List of goods salvaged ex "Guvernoeren" taken for store; and left on hand.

(over)

## SUBURBAN

## PLOTS

26. Correspondence:-

Government re importation of rams.

Re sale of Stone Cottage.

P.S.N.C. sundry letters re claims.

London Salvage Association re "Guvernoeren", 18th Sept. '22.

London & River Plate Bank re cheque drawn by Houston.

Specification.

S & S

9 bales skins.

This block was used many years ago as a dairy. The old buildings have disappeared for 20 years past. The block is fenced in and used for keeping the butchery sheep for a night or two until they can be driven to the land on the North side of the Harbour leased from the Admiralty.

No. 10 is a ten acre plot situated to the E.E. of the Dairy Paddock, is unfenced, and used solely for cutting peat for the Company's employees. When this peat is all out, the plot will be of no use to us at all.

Special Suburban Allotments 4 to 11 are one acre plots at the East end of the town itself marked on the plan as Section II, running each 736 links N and S and 132 links E and W. They are bounded on the South by the Common fence and on the North by Pitany Road. We have houses on 9, 10, and 11 and conveyed to the Government a few years ago a strip, through No. 8, for a road to the peat tanks. I have by this mail asked whether half of one of the plots may be sold to one of our carpenters on which to build a house for himself.

Pensioners' Special Allotments 5 and 7, of 10 acres each are about  $\frac{1}{2}$  mile to the Westward of the town of Stanley. No. 6 Eastern, 10 acres, is  $\frac{1}{2}$  mile to the East of Stanley. None of these 3 plots has ever been fenced off and they are absolutely useless to us.

Stanley.

32nd October, 1922.

Pensioners' Special Allotments 3, 4, 5, 6, 10, and General Allotment 141.

Nos 141, 3, 4, 5, 6, total acreage 52 a. 0. 26 p, comprise what is known as the Dairy Paddock situated just to the South of the town abutting on the Common fence. It is just about due South of the Government Dockyard.

This block was used many years ago as a dairy, but all buildings have disappeared for 25 years past; the block is fenced in and used for keeping the butchery sheep for a night or two until they can be driven to the land on the North Side of the Harbour leased from the Admiralty.

No. 10 is a ten acre plot situated to the S.E. of the Dairy Paddock, is unfenced, and used solely for cutting peat for the Company's employees. When this peat is all cut out the plot will be of no use to us at all.

Special Suburban Allotments 4 to 11 are one acre plots at the East end of the town itself marked on the plan as Section II, running each 726 links N and S and 139 links E and W. They are bounded on the South by the Common fence and on the North by Fitzroy Road. We have houses on 9, 10, and 11 and conveyed to the Government a few years ago a strip, through No. 8, for a road to the peat banks. I have by this mail asked whether half of one of the plots may be sold to one of our carpenters on which to build a house for himself.

Pensioners' Special Allotments 5 and 7, of 10 acres each are about  $\frac{1}{4}$  mile to the Westward of the town of Stanley. No. 6 Eastern, 10 acres, is 2 miles to the East of Stanley. None of these 3 plots has ever been fenced off and they are absolutely useless to us.

The Managing Director,  
LONDON.

Stanley,  
22nd October, 1922.

"Ortega".

9th November,

22.

601.

Sir,

I wrote last per "Oriana" on 27th September, and received by that steamer your despatch No. 1229 dated 30th August.

2. 1229 - 7. The Brecht business is, as you say, most unsatisfactory, and we are glad to learn that the Directors have decided to settle it. A letter, copy enclosed, has been sent to the Brecht Company suggesting payment of a round sum of £ 450. in settlement of their account which they render as £ 841. 4. 9. The fact that the old company is in liquidation may induce them to come to terms at once rather than continue the controversy.

3. 1229 - 8. I realise that any suggestion for doing the Admiralty work upon a system of percentage upon actual cost would involve our divulging a good deal of information; if the Admiralty will pay a lump sum of £ 2000 we should no doubt be well on the right side. If it is found after a year or two that the work entails heavy expenses through being called upon to deliver oil more frequently than we anticipate it would of course be open to the Company to determine the arrangement. Our experience of many years is that the Admiralty are quite reasonable to deal with - occasionally a Naval Captain has given trouble, but on the whole our relations with the Navy and Admiralty have been excellent and we have made a fair profit out of all transactions. Therefore if you are able to arrange for a fixed payment per annum as indicated in your despatch I consider that it should turn out very favourable to us.

The Managing Director,

LONDON.



No. 601 per "Ortega", 9/11/22. 2.

4. 1229 - 11. Care will be taken when indenting for coal to state the purpose for which it is required. At present we have on hand just under 400 tons of which more than 100 will be consumed on the trips to the Coast for sheep. The Admiralty and Claytons will probably want another 60 or 90, and we have to bear in mind the requirements for domestic consumption at Darwin. I have consequently telegraphed you asking for the supply to be renewed by the end of January next.

In reply to your question as to the coal bonus paid by Lowden Connell & Co. to the Chief Engineer of the "Falkland", Mr Harley sometime ago told me that he had not received anything in respect of the bonus promised to him. On 27th June I wrote to Lowden Connell & Co. informing them that Mr Harley was remaining on for a while, and asking them to fix the amount due to him for bonus and to arrange for its payment. They have not acknowledged that letter and you will no doubt be able to ascertain from them the basis upon which they calculate the bonus promised to Mr Harley.

5. 1229 - 12. My last despatch explained the action taken upon your telegram as to importation of rams from the Coast. When that despatch left the rescinding of the restriction had not been published, nor had a new proclamation been issued, but the Governor permitted me to telegraph in order to save time. After the mail had gone Mr G.J. Felton sent in a strong protest on behalf of himself, Mr Greenshields and Mr A. Pitaluga against the grant of permission to import sheep, and the Governor felt bound to take serious notice of the protest, more especially as there was a considerable extension of the original idea. The first proposition was to import 300 rams from San Julian, and permission was given on the assurance that no disease had existed in any district North of Santa Cruz, and upon Mr Blake's offer to quarantine the sheep upon his own ground. The proposition has since developed into importing 1050 rams and 300 ewes, of which quite 500 will come from districts far South of Santa Cruz; the Governor was glad that the farmers desired to import a larger number and was more than willing to do all he could to facilitate this, but at the same time he

No. 601, per "Ortega", 9/11/22. 3.

felt that stringent precautions should be imposed. After lengthy discussions in the Executive Council it was decided to allow the sheep in on the following conditions:-

- (I) The shipper of the sheep, presumably Mr Blake for the San Julian shipment and Mr Slaughter for the Gallegos or Punta Arenas shipment, must give a declaration as to the sheep being free from disease before shipping.
- (II) All sheep are to be thoroughly examined by the Inspector of Stock upon landing.
- (III) All sheep are to be conveyed direct to Great Island and remain in quarantine for 90 days.

Further minor conditions will be found in the published regulations.

The Stock Inspector had already suggested Great Island to the Governor and I eventually agreed that it should be used. I had not forgotten that the Board feared complications if we used the buildings or dip left on the Island by Mr Smith, but it seemed so vital to get the rams that nothing should be allowed to stand in the way. The Governor wants the Stock Inspector to be on the Island for a good deal of the time that the rams are there and asked what was the condition of the buildings and also the dip. I took the opportunity of mentioning the complications that were feared, but he said that if Mr Smith left the buildings on our Island, for which he had not paid rent for some years, he did not see how there could be any trouble in the matter.

You will understand from the above why I had to telegraph again on the 17th October explaining that the first negotiations with the Governor were based upon the proposal to ship from San Julian only. I hope that it did not arrive in a mutilated state, for as originally sent it does not seem to be in any way ambiguous.

The Stock Inspector, who was on the West Island to investigate the possibility of abortion amongst ewes, returned in the "Gwendolin". Fortunately there was an opportunity to visit Great Island on the way in and he is quite satisfied as to the suitability of the Island for quarantining and dipping.

is required is enclosed.

No. 601, per "Ortega", 9/11/22. 4.

Some time ago we fitted up one of the "Great Britain's" boats as a cutter to be stationed in the Falkland Sound and this will now come in most useful for communication with Great and Ruggles Islands.

There was one further difficulty to be got over as regards the "Falkland", namely the necessity for carrying two certificated officers. We are allowed to coast with one only, but this concession could not be extended to an overseas voyage. I asked the Governor whether under the special circumstances he would lend us the services of Captain Hookly, the Harbourmaster, as an extra officer for these voyages and he has now agreed to do this. It is a great pleasure to record how thoroughly the Governor has cooperated with us over this importation.

The fitting out of the "Falkland" has been rather expensive as many of the old fittings used for transporting sheep across the Sound for canning were badly broken up; moreover, for a longer sea journey it was necessary to subdivide into smaller pens.

6. 1229 - 16. I understand that Mr Kenmaugh would continue to act as Consulting Engineer on all matters connected with the "Falkland" but find it very difficult to get the old Chief Engineer to make reports. He certainly does look after his boiler and engines very well indeed and may be relied upon to report at once anything that requires special consideration. When your despatch arrived the dynamo had been dismantled and all packed away for shipment by the "Oriana" - in fact it was probably on board by the time the mail was opened, and on the whole I think it was quite the best plan to ship it home for overhaul. Mr Roberts has since gone thoroughly into the question of electric wiring with Mr Harley, and has come to the conclusion that for the present the renewal may be confined to the wiring in the Engine Room and stokehold. When the dynamo has been overhauled and this wiring renewed they will be in a better position to judge whether any further new wiring is necessary for a while. An indent for what is required is enclosed.



No. 601, per "Ortega", 9/11/22. 5.

7. 1229 - 17. Lloyds' official Form of Appointment has been received and is exhibited in this office.

8. 1229 - 18. The "Plym" should certainly be disposed of if possible now that we have the "Kelp". We do not keep a staff for running both and shall <sup>never</sup> require to run the "Plym" again. So far as we are able to judge the "Kelp's" coal consumption is not greater than that of the "Plym" although her efficiency is quite double. This reminds me to say that the "Samson" is no longer of any use here, and that if you are not able to dispose of her I would recommend dismantling her and turning her into a lighter.

9. We had very bad weather during the stay of the "Oriana" on 28th September and one of the steel lighters was rather badly damaged alongside. We pay a good deal in Insurance premiums and I think we should recover the cost of repairing in this instance. Documents are enclosed to enable you to put forward a claim to the Underwriters.

10. A report by Captain Roberts upon the new suit of sails sent out for the "Gwendolin" is enclosed. We waited until these had had a fair trial before making any report; you will no doubt conclude from what Captain Roberts says that the extra £ 100 quoted by Lapthorns would have been well spent. It is quite certain from our past experience of sails from Lapthorns that the make and quality of cloth would have been far superior to that of Adam Lane and Neave.

11. In 1912 I alluded to the numerous plots of land in the town of Stanley owned by the Company, pointing out that many of these were unfenced and not put to any use at all; several private persons wishing to build a house had been forced outside the town fence and it appeared to be somewhat a dog in the manger attitude to retain all these. Replying in 1103 - 17 the Directors stated that there would be no objection to parting with some lots that were not likely to be of use to us. The housing question in Stanley has become so very acute, and I have been asked by T. Dettleff, one of our younger carpenters, whether the Company would sell him a plot on which to build a house for



No. 601, per "Ortega", 9/11/22. 6.

himself. We might well part with some known as "Special Suburban Allotments", numbers 4 to 11, each 726 links by 139 1/6 links (or one acre each) to the South of Fitzroy Road, marked as Section II on the plan of Stanley. We have houses built on plots 9, 10 and 11, and some years back we sold to the Government a strip running from North to South in plot 8 for a road to the peat banks. Dettleff would like to purchase about half-an-acre and I should be glad to know whether the Directors would agree to sell a strip of Section 8, giving a frontage of 45 feet on Fitzroy Road and running 519 feet North and South to the common fence. This would be just about half-an-acre and I would suggest £ 75 for the plot. The upset price of town land is £ 100 an acre and this would be sold 50% above that upset price.

12. 1229 - 10. I purposely made the offer of the stone cottage to the Governor as a preliminary to the disposal of Sullivan House and part of the paddocks. They wanted a house badly and it seemed to me that if they acquired this cottage and land which is near to Government House they would not wish to have outsiders as near neighbours. Since then I have had various talks with the Governor on the question of their acquiring Sullivan House etc., and also as to a <sup>re-</sup>arrangement of the various plots of land which we hold outside the settlement.

These plots, fully described in a memorandum enclosed, consist of:-

Dairy Paddock, 52 acres, fenced in, and only used as a resting place for a night or two for the butchery sheep until they can be driven across to the land leased from the Admiralty. As the peat supply for our employees is getting short, we are allowing some to cut in this paddock.

20 acres about 1/4 mile to the Westward of the town, unfenced, and quite useless to the Company.

10 acres about 2 miles to the Eastward, unfenced and also useless.

I must refer to the 272 acres on the North Side of Stanley Harbour leased to us by the Admiralty. Up to 1902 this was the absolute property of the Company but the Admiralty required

has endeavoured to induce the Governor to re-arrange the area as

No. 601, per "Ortega", 9/11/22. 7.

to make a rifle range across it and expressed a wish to purchase.

As we desired to retain the land a prohibitive price of £ 5000 was asked. The Governor was thereupon directed to pass Ordinance No. 1. of 1902 enabling the Government to acquire land for any public purpose, and we were expropriated for £ 1000.

The Fisher Naval Construction scheme occurred almost immediately after the rifle range was completed, and the Admiralty gave us a 21 years lease of the land from 27th May, 1904 at £ 15. per annum so that the effect of the whole episode was tantamount to the Admiralty lending us £ 1000 at 14%. Mr Neave has now been instructed to report what land the Admiralty need to retain here - he is opinion that Navy Point is sufficient, and wrote asking if we wished to purchase the 272 acres acquired from us in 1902, and if so what price we offer. I have replied that we do wish to repurchase, and that in view of the facts that we were dispossessed against our own wish and that the land is no longer acquired for any public purpose, we should in equity be allowed to re-acquire it at the price the Admiralty paid. Mr Neave wrote at the same time to the Government asking what price they would give. The Governor has acted very straightforwardly indeed over this matter - he showed me Mr Neave's letter and asked what I thought. Upon my explaining all the circumstances as above described he admitted the fairness of the contention that we should be allowed to repurchase and said that the Government would stand out of it altogether. I gather that upon receipt of this despatch you will approach the Admiralty with a view to repurchasing. This block of land is practically indispensable to us for carrying on the supply of mutton to Stanley and I emphasized that point in my discussion with the Governor.

The question of the fencing of this land now comes into the consideration.

The Western boundary takes a zig-zag line with 2 right angles and an obtuse angle, owing to its having been purchased in different blocks; when Mr Cobb put up the existing fence in 1891 he endeavoured to induce the Governor to re-arrange the area so

No. 601, per "Ortega", 9/11/22. 8.

as to enable the fence to be run in a straight line and not terminate at a shallow beach where it is most difficult and expensive to make a sheepproof fence. Governor Kerr would not grant any concession, and now that the time has arrived when the fence must be renewed I asked the Governor whether we could not make some more satisfactory arrangement. He now suggests our running the fence in a straight line which would mean our taking in an extra 50 acres or so, we giving in exchange the 30 acres on this side of the harbour and a part of the Dairy Paddock. I have pointed out above that the 30 acres are quite useless and we need have no hesitation in giving up a strip of the Dairy Paddock to balance the 50. An exchange on these lines would be of great advantage to us in every way for we should receive land which would be in constant use in exchange for 30 acres of which no use has been made for 60 years and, say another 20 acres from the Dairy Paddock which is used only for about a couple of days in the month. The remaining 32 acres of the Dairy Paddock is quite sufficient for the resting of the Butchery sheep.

I must apologise for this somewhat lengthy dissertation; Mr Cobb would have been able to follow the matter without all this explanation, but it occurred to me that there is no Director on the Board now (possibly excepting Mr Packe) who is conversant with the details.

Seeing that I shall be vacating the Management here at the end of the year and that Mr Middleton will be going on leave in March or April and may not return to the Falklands it is doubtful whether such a good opportunity of settling these questions may occur again. I would therefore ask whether the Directors are disposed to give me a free hand to settle the matter; if so it would be necessary to telegraph as soon as possible after the receipt of this despatch, which cannot reach you much before the end of December.

As regards Sullivan House I enclose copy of a letter to the Governor which was written after an informal discussion. In that letter I suggested £ 4000 as the price for the house and part of the paddocks adjoining. We should be retaining quite a

No. 601, 9/11/22. per "Ortega" , 9.

good sized block as a paddock for camp horses. I feel that it is unnecessary for me to go into a lot of detail as Mr Packe, of course, knows every inch of the land and will be able to afford any explanations the Directors may require.

Up to the present the Governor has not given any indication of what he thinks about this proposition. I have felt that it would be unwise to <sup>rush</sup> ~~xxx~~ it for the Governor might have concluded that we were so anxious to sell that a low offer might be accepted. I therefore left it to him to open the negotiation, and as soon as he mooted it I wrote suggesting £ 4000 as the value.

I may have to telegraph you on the question before this despatch can reach the Directors; if not, would you upon receipt of this cable be some indication of the Directors view of the matter.

I am, Sir,

Your obedient servant,

Manager.

Correspondence:- Governor re Sullivan House & Paddock.  
Lowden Connell & Co. 27th October.  
Re Admiralty land.  
Maclean & Stapledon, 5th October.  
Brecht Co. 18th October.  
Managing Director re Admiralty Wages, 28th Sept.  
Government re Certificated Officers for "Falkland"  
Board of Health re Slaughter House (McGill).

S p e c i f i c a t i o n s

34 skins

68 hides.

J.L.W.  
Triangle P.N.

7



No. 601, per "Ortega", 9th November, 1922.

ENCLOSURES.

DUPLICATE. (Originals per "Oriana" 29th September).  
Bill of lading - dynamo shipped per "Oriana".

ORIGINALS.

1. Despatch No. 601, dated 9th November, 1922.
  2. Cash Book for September.
  3. Journal for September.
  4. Statement on Accounts.
  5. Remarks on Accounts.
  6. Store Indent No. 583.
  7. Remarks on Stores.
  8. Stanley Ledger Balances, September 30th, 1922.
  9. West Store Cash Vouchers, September and October.
  10. Stanley Establishment and Wages, July - Sept.
  11. Fitzroy " " " " " "
  12. Camp " " " " " "
  13. Cutter "Exe" - Protest.
  14. "Falkland" freights, July - Sept.
  15. "Gwendolin" " " " " " "
  16. Memo re Suburban Plots.
  17. Claim - damaged lighter "Swan".
  18. Coasting Insurances, October.
  19. P.S.N.C. Account dated 1st November.
  20. Clayton Son & Co. Account - £ 33. 19. 0.
  21. Admiralty Account - £ 5. 9. 6.
  22. F.I. Transport Co. Certificate (George Greenshields.)
  23. F.I. Gazettes - October.
  24. F.I. Magazines - October and November.
  25. F.I. Reform League - Booklet.
  26. Claim shortlanded cargo - £ 1. 10. 4.
- Correspondence:- Governor re Sullivan House & Paddocks.  
Lowden Connell & Co. 27th October.  
Re Admiralty Land.  
Maclean & Stapledon, 5th October.  
Brecht Co. 18th October.  
Managing Director re Admiralty Barge, 28th Sept.  
Government re Certificated Officer for "Falkland"  
Board of Health re Slaughter House (McGill).

S p e c i f i c a t i o n s

34 skins                      68 hides.  
7                      "

J.L.W.  
Triangle P.H.

9th November, 22

Dear Sir,

The "Ortega" arrived this morning and I have received your despatch No. 1230 of October 11th.

Since writing my Despatch I have received a letter from the Colonial Secretary dated the 8th instant on the subject of the purchase of the Stone Cottage near Sullivan House. A copy of this is enclosed together with a Deed of Conveyance in duplicate for execution by the Company.

I take the opportunity of enclosing copy of letter from Mr.F.Ilanso on the subject of purchase of surplus sheep,together with a copy of reply. The prices offered appeared to Mr.Slaughter to be satisfactory,and provided that proper financial guarantees are forthcoming I assume that the Directors would approve of our negotiating with Mr Ilanso on the basis quoted in his letter.

Yours faithfully,

The Managing Director

Manager.

LONDON.

"Falkland" via Punta Arenas.

28th November,

22

602.

Sir,

My last despatch left on the 9th instant and I received on that date by the "Ortega" your despatches Nos 1230 and 1231.

2. 1230 - 2. The calculation of the daily cost of running the "Falkland" presents considerable difficulty; we have not been running her on our own account for a sufficient length of time to afford any criterion and the last figures we have of her annual expenses were those for the year 1918 furnished by Lowden Connell & Co. Consequently we must for the present take these as a basis for calculating cost of engine and deck stores and maintenance, and of provisions. For 1918 these were given by Lowden Connell & Co. as follows:-

Maintenance, Engine	355
" Deck	1103
Stores Engine	368
" Deck	317
Provisions	1430
	<u>3573</u>

to which we should have to add

25% - for safety

893

4466.

The cost of other items is at the present time:-

Insurance & indemnity	648
Cargo expenses	300
Share of Stanley office for management, say	<u>600</u>
Total, say	6000
or, per month,	£ 500.

Wages are now per month,

280

Coal per month, say 60 tons @ £410.0.

270

£ 1050.

No. 602, per "Falkland" via Punta Arenas, 28/11/22. 2.

No. This is £ 12,600 a year or £ 35 per day, if turning all the year round.

But, assuming that the "Gwendolin" will be commissioned when the bulk of the wool has been collected and the "Falkland" laid up we may calculate that the latter will run for about 7 months only. During the five months she would be laid up the coal consumption will be almost nil and there will be only a very small crew on board employed chipping, painting etc. The daily cost during that period would be about £ 11 or £ 12 per day, and the cost of the year's running would be divided roughly into:-

Actual running days, say 200 @ £ 35.	£ 7000
Days laid up, day, 160 @ £ 11.10.0.	1850
	<hr/>
	£ 8850.

We must remember too that in the 200 days she has to be earning enough to pay for the laid up period, so that the total year's cost must be debited to those 200 days; in other words she must earn close upon £ 45 a day in the working season to pay for the year's expenses.

We confidently hope that the costs will turn out to be less; for instance, coal should be cheaper on account of reduced freight, and engine and deck stores should be less. Moreover the wool collection will probably take less than the 200 days allowed, but until the cost of running is ascertained from actual experience it would not be safe to estimate any lower.

The daily cost of running the "Gwendolin" may be taken at £ 7 per day, calculated as follows:

Wages:-		£ 22	
Master, per month,		14	
Mate		12	
Cook		55	
5 hands @ £ 11		14	
Overtime, say,		117	
		<hr/>	
Insurance,		32	
Victualling		51	£ 180



No. 602, per "Falkland", via Punta Arenas, 28/11/22. 3.

or, per day, £ 6  
to which we may safely add for  
deck stores and materials, £ 1. £ 7.

3. 1230 - 5. I cannot add very much to my previous explanation as to Dr Craddock's overdraft; a heavy store account was allowed as he purchased a good deal of furniture. In previous instances of the West Falkland doctor it will be found that he was able to leave the Colony after five years with a substantial sum; most of them started with their account in debt but purchased a good deal from us in the way of stores. We received a profit on these stores, and the account after 2 or 3 years became well in credit; hence it has paid the Company to make some advance to begin with as they reaped a profit afterwards. Mr Graham has noted that overdrafts will not be allowed in future in any case.

As regards Mr Craigie Halkett - the £ 173 referred to represented store accounts for 8 months. He spends annually in close upon £ 300 upon which there is a good profit, and pays in course of time. It is difficult to detail on paper the advantages that are reaped from showing consideration in such a case as this. Mr Halkett is a son-in-law of Mrs J. Robson and is Magistrate, Postmaster and Registrar. In every one of these capacities he is able to, and does, assist us in many ways - sometimes this does not show on paper or S. S. d., but the assistance is there and is valuable; for instance, when the "Falkland" carried mails last time he was recommending a subsidy of £ 25, but eventually agreed to make it £ 50; but for his assistance we should have had much more trouble in obtaining the £ 900 from Mrs J. Robson, and he has given us probably valuable advice as to our prospects of a favourable verdict in the Miller case. I am not suggesting that all the above is an argument in favour of his taking long credit, but to show that there are some contra considerations.

No. 602, per "Falkland", via Punta Arenas, 28/11/22. 4.

This question of store debts has been the subject of controversy as far back as I can recollect, and that extends over 30 years. It comes back to me what I wrote 9 years ago in 453/16 - "I think the time is approaching when the general store should be run on similar lines (to the Drapery on a cash basis) so as to reduce the amount of book work and the annoyance of having periodically to dun people for their accounts".

The matter was discussed in the Despatches and the gist of the Board's decision was contained in 1128/10 in the following words:- "If the system is recognized throughout Stanley then it might be adopted with advantage; but you had better not go into such an important alteration too hurriedly". It was evident from this that the Directors did not wish to lose the profit accruing from the sale of goods on credit - all the other stores gave and still give goods on credit, and it is obvious that if we refuse it people will purchase elsewhere. We have already pointed out (591/5) that our loss in bad debts is absolutely negligible, and it quite impossible to do retail credit trading without some loss.

Your paragraph under reply concludes with the following words:- "it can only be left to the Colonial Manager to carry out the Board's wishes in all cases". Mr Gresham asks me to say that he interprets these wishes to mean that credit is to be reduced to the smallest possible compass. Presumably some discretion will be allowed to him otherwise the Stanley retail trading must in effect become practically a cash system.

4. 1230 - 8. Mr Morison's remarks as to the "Kelp" boiler have been passed to Mr Peters, and his replies will be forwarded as soon as received.

5. 1230 - 9. It is very satisfactory to be able to report that we have recovered the balance of Mrs J. Robson's account, £ 318.15.5 and also £ 496. 10. 3. out of the £ 800 written off as a bad debt in 1920. To explain the whole business clearly would involve

No. 602, per "Falkland" via Punta Arenas, 28/11/22. 5.

a somewhat lengthy statement, but it may be as well to attempt a short account as a record. The Johnson's Harbour Farm consisting of 36,000 acres was farmed for many years by Sharp and Smith. Sharp went to England to live some 25 years ago, and about the year 1898 agreed to sell his share to Smith, but the latter died before the transaction could be completed. Smith left his widow a life interest in the farm, and Sharp then made a fresh agreement to sell his share to Mrs Smith for the benefit of the Estate, the Company lending her £ 4000 on mortgage to enable her to carry this through. Mrs Smith devoted almost the whole of the profits of the farm in paying off the mortgage and the debt was practically paid off at the time of her death in 1905.

Mr Smith's will left the farm to his 6 sons, and left nothing to his two daughters, Mrs Robson and Mrs Peck, and Mrs Smith, feeling that the daughters had been passed over devised all her Estate to them. The question then arose as to whether Sharp's original half share formed part of Mrs Smith's Estate. Solicitors were consulted on both sides and the controversy has been going on for 6 years. Eventually the case was taken to the Supreme Court and Mrs Robson and Mrs Peck were awarded £ 1056 each in February last.

In the meantime Mrs Robson's account with us had mounted to a high figure and she had sold her small farm of 6000 acres. Mr Peck had run up a Store and Butchery debt of £ 130, and immediate steps had to be taken to secure all possible for the Company out of these awards. Mrs Robson's debt amounted to nearly £ 1200 to the F.I.C., to Mr Packe for a share of fence, £ 180, and to others in Stanley about £ 250. Had the matter gone to Court there would have been a lot of expense and I agreed that we should rank pari passu with the other creditors. After a lot of negotiation we got Mrs Robson to assign £ 900 in liquidation of her debts to us and Mr Packe. The Johnson's Harbour Farm Account (Smith and Sons) just about balances and it has been a question as to whether the award



No. 602 per "Falkland" via Punta Arenas, 28/11/22. 6.

should be paid in a lump or instalments.

To pay the awards at once would have meant advancing to Smith and Sons £ 1950, namely, £ 2200 less £ 256 owing to them by Peck, but of this sum we should ourselves be retaining about one half in payment of debts to us, and in view of the fact that the proceeds of the wool by the "Losada", estimated at £ 1800 will be credited against this it seemed better to settle the question forthwith and I agreed to allow the debit. Smith & Sons' account will show a debit of about £ 500 at the end of the year, but this proportionately small for a farm depasturing 16,000 sheep.

What has been secured for the Company is:-

Settlement of Mrs Robson's ledger debit,	£ 318. 13. 5.
Payment of Peck's Store & Butchery a/cs	131. 1. 1.
Recovery of part of bad debt £ 800 (Dec. 1920)	496. 10. 5.

6. 1230 - 11 The question of the special trip of the "Falkland" to Darwin was gone into very fully in my 600 - 7, but I might as well send you in original a letter from Mr Craigie Halkett on the case, following the discussion we had together.

7. 1230 - 14 It would be convenient to defer reporting upon the goods sent out for the Millinery Store until after the Christmas sales, when we hope to dispose of the bulk of the articles.

8. 1230 - 15. Writing by last mail as to the importation of sheep from the coast I said that the project had developed into importing 1050 rams and 300 ewes. Your telegram of 12th October stated 500 sheep from San Julian and 500 from Punta Arenas, but on 2nd November you cabled that Holmsted & Blake and J.L. Waldron proposed importing 300 ewes. Naturally I interpreted this as additional to the 1000 but your despatch by this mail clears the matter up.

The "Falkland" left Stanley on 10th November, taking mails ex "Ortega" (for which a subsidy of £ 50 was paid by the Government) and passengers for the West Falkland ports, finishing up at the Chartres whence she sailed on the 15th for San Julian, arriving there late on the 17th. I had sent a telegram to Mr Blake



No. 602, per "Falkland" via Punta Arenas, 28/11/22. 7.

advising him that she would arrive about the 18th. The enclosed statement drawn up as a diary of events gives full details in chronological order. Mr Blake and the Stock Inspector deemed it advisable to have the sheep dipped before shipping, and Captain Roberts took advantage of the high rise and fall of tide at San Julian to clean and paint the bottom of the "Falkland" whilst the sheep were being dipped and driven to the Port. She left San Julian on the 21st arriving at Great Island on the 24th at midday. Next day she proceeded to Ruggles and landed the ewes there, arriving in Stanley at midnight on the 25th. One ewe died just as she was entering the Falkland Sound. As the "Falkland" had room Mr Blake sent an extra 30 rams, making a total of 200.

Mr Slaughter telegraphed to Captain Roberts at San Julian that the rams would be ready for shipment on the 28th, and Captain Roberts replied that he did not expect to arrive there until the 1st December. It is fortunate that Mr Slaughter sent this message as we have not been able to hear anything from him owing to atmospheric disturbances which have precluded all overseas wireless communication since 15th November. It is annoying that this wireless service is so erratic at this juncture when we are carrying out the import of sheep and endeavouring to negotiate for the sale of surplus stock as indicated in my letter of 9th November.

9. 1230 - 16. As regards information as to the position of the wool market our clients would much appreciate a few lines by each mail just like the concluding sentence of your paragraph. It is like this:- some of the East Falkland Farmers usually come in to meet the mail and their first question is invariably about wool - is ours sold? etc, and one wants to be able to answer at once. Then the West Falkland mail is despatched as quickly as possible and the clients there like us to be able to tell them news about their clip. We have only just about enough time to send them a short note and sometimes we have not been able to get the catalogues from the Post Office in time to distribute these to the West. It is usually a week before we are able to open the "Times", and the mails have in

No. 602, per "Falkland" via Punta Arenas, 28/11/22. 8.

the meantime been distributed around the Colony.

10. 1230 - 18. Mr Slaughter's yacht arrived safely by the "Orn II" ; the gratuity of £ 20 which we paid to the Captain is the total expense incurred.

11. 1230 - 19. As Captain Roberts and Osborne have been away in the "Falkland" there has not been time to go into the matter of the motor deck winch for the "Gwendolyn". This will be dealt with later.

12. 1230 - 20. I had not heard of any reports to the Board as to the positively filthy condition of the "Falkland" generally when under Captain Owen's command. Generally speaking I do not think that such a sweeping description is justified. You will have seen from the passenger lists that she sometimes brought in 40 or 50 passengers and under such conditions no one can expect much in the way of cleanliness when her saloon accommodation is only 14 berths, especially when rough weather is the rule here rather than the exception; moreover all women and children have to be in the Saloon. We know that the condition of the saloon etc was certainly not free from reproach, and Captain Roberts suggested to me that the steward should have a man instead of a boy as an assistant (as allowed by Lowdens) for otherwise he could not be expected to keep the place clean. Now that we have engaged a man I do not think that passengers will under ordinary conditions have any grounds for complaint. But if there are twice and three times as many passengers as there are berths in the saloon it is impossible to expect attendance and perfect cleanliness. It is only fair to the Captain and Manager that all reports should be communicated at once to them - it is quite likely that the case is susceptible of an explanation especially if the boat was crowded at the time. One of the worst difficulties to be contended with is the filthiness of some of the passengers themselves. I could tell you absolute truths about this that no member of the Board would feel able to credit.

No. 602 per "Falkland, via Punta Arenas, 28/11/22. 9.

13. 1230 - 21. The Assistant Camp Manager came to Stanley to meet Mr Slaughter as he was passing through in the "Ortega" and discussed matters which the latter wished to be carried out. The Assistant Camp Manager after having started shearing at Port Louis yesterday proceeded direct to North Arm to be in time for the commencement of the shearing there, remaining for about a week. When the "Falkland" has landed the second lot of rams at Great Island she will call at North Arm for wool, probably about the 12th or 15th and Mr Slaughter will doubtless land there and see how the instructions are being carried out. I understand that the Assistant Camp Manager will go to North Arm again later thus keeping up an alternate supervision.

14. 1230 - 23. We are very glad that the shipment of the parts required for the "Falkland's" windlass was delayed until Mr Kennaugh could get exactly what is wanted. We purposely sent this indent well in advance as it is very unwise to delay ordering vital parts until they are quite indispensable.

15. 1231 - 1 The discussion with the Pacific Company as to the shortage of cargo etc is very satisfactory and has evidently cleared the atmosphere considerably. There is no doubt that for the past 6 or 12 months we have had but few shortages and the very fact of Mr Lewis stating that the great improvement has resulted from the measures they adopted proves that we had very good grounds for complaining.

16. In the account sales for produce shipped per "Magellan" from Stanley, namely, sheepskins from McGill and the Stanley Butchery, only ocean freight is charged. All this produce has to be lightered off to the hulk, stored and handled on to the steamer, but lighterage account is receiving nothing for this, although the transporting of these small lots from shore to the hulk involves more work than produce which is run alongside by the "Falkland" or a schooner. Lighterage receives about 4/- per bale for storing and re-shipping other clients' sheepskins and we think that freights on produce shipped at Stanley should be:-



No. 602, per "Falkland" via Punta Arenas, 28/11/22. 10.  
72/6 per ton of 40 cubic feet.

This rate would apply to Bender's produce as well.

17. The London Salvage Association gave me a general authority to dispose of the balance of goods salvaged ex "Guvernoeren" to the best advantage and I sold all the whaling gear privately. A copy of my letter and final account is enclosed herewith for your information. The Salvage which was earned by the "Gwendolin" - £ 686, has been a very helpful item, but this will be dealt with in reporting upon the accounts of the year when completed.

18. Arising out of the foregoing you will see from my letter to the Salvage Association that I explained that no offer for either the Chronometer or motor boat had been forthcoming from any of the Whaling Companies, and in order to settle the matter up I informed the Secretary of the Association that the F.I.C. would purchase the chronometer at £ 10 and the motor boat for £ 275. Possibly we may be able to sell the former at a profit at some time. As regards the motor boat you will see from my correspondence with the Association that I informed them that an offer of £ 250 had been made for this and they replied that this had been noted. If put up for auction she would probably have fetched more; some £ 38 was spent upon caulking and painting and I deemed it advisable to fix the price for sale to ourselves at £ 275. She is of precisely the same pattern as the Stanley motor boat, but a little shorter - the Bolinder engine is of a more modern pattern and the Whaling captains informed me that her prime cost would be from £ 500 to £ 600 some years ago in excellent order. Now that the Company is taking over Speedwell she will be very useful for communication with those Islands, for working with a cutter is a terrible waste of time - prehistoric in fact. But a still more useful purpose will be served for a few months by having her round at Brenton Loch for running to Great Island to look after the rams which will be quarantined there. I propose to have her towed round by the "Falkland" at the earliest opportunity.

I am, Sir, Your obedient servant,

Manager.



No. 602 per "Falkland" via Punta Arenas.

# ENCLOSURES.

DUPLICATES (sent per "Ortega" Novr 9th via Andes.)

## ORIGINALS.

1. Despatch No 602.
2. Journal for October.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent - Pebble Island.
6. Speedwell Island Current Account to 30th June last.
7. Registrar's Memo re Miller Case.
8. Falkland Island Shipping Report.
9. Correspondence:-

Gibbs and Co, Valpo re 584.1.5.

R. Balke, jr San Julian.

Odd Whaling Company.

Re Johnson's Harbour Estate.

Salvage Association re Guvernoren.

10. Envelope containing broken type letter "H".

11. Store Indent No. 584.

No. 602, per "Falkland" via Punta Arenas, 28/11/22. 11.

19. Since writing the foregoing we have been able to get out an estimate of the actual cost of the special trip of the "Falkland" to San Julian for bringing the rams and ewes for Hill Cove and Port Howard.

In your letter to Mr Slaughter you estimate that the freight on the Company's rams would be 15/- each; it is possible that you may have intimated to other importers a similar figure as the approximate freight.

In the estimate of the cost of the trip to San Julian we have calculated the daily cost of the "Falkland" as £ 45 as shown in paragraph 2 of this despatch, and on that basis, after adding the special expenses of extra officer, cost of pens, fodder and Government charges, the trip cost £ 850, less £ 170 earned for mail subsidy, freight and passengers - £ 680.

But this is only the actual cost of running without any allowance for depreciation or profit and there is the further consideration that the steamer was put on to this special work just when we expected to send her on an all round trip with stores and material to get a good start with wool collecting during the long days. Assuming that £ 4 per day for depreciation and £ 5 for profit would be fair we should require a total of £ 824 as freight on the 500 sheep (including the extra 30 shipped by Mr Blake) or 33/- per head.

There will be additional charges in respect of these sheep for various other services; the despatch of the "Flora" to Falkland Sound in order to be available for communication and transporting the Stock Inspector to Great Island and Ruggles Island, for bringing across portable dip from Pt. Howard to Ruggles, for repair of dip on Great Island, for telegrams, depasturing the sheep on the Islands and for final conveyance on expiration of quarantine to their destinations which will be in the middle of the wool collecting season.

S.S. "Falkland" - voyage to San Julian - estimated expenses  
and earnings.

Time occupied, - 16 days, namely:-

Nov. 10th & 11th. Coaling and watering and loading.

Nov. 25th. Returned to Stanley 11.45 p.m. -

16 days @ £ 45. . . . . £ 720. -- --.

Additional expenses:-

Remuneration of Captain Hockly, his  
victualling and that of Stock

Inspector, say . . . . . 30. -- --.

Government charges, Stanley and San

Julian, estimated at . . . . . 60. -- --.

Fitting of pens (share of taking down

also to be considered -

Labour 25. 17. 2.

Material 48. 11. 7.

£ 74. 8. 9:

Note. Pens will be available for second  
trip to Punta Arenas and for other work

later. Fair charge for this trip will

be one-third of total cost, viz. . . . 25. -- --.

Fodder. 30 bales put on board for both

trips - one half . . . . . 15. -- --.

- DWT Total, £ 850. -- --.

EARNINGS.

Mail subsidy . . . . . £ 50. -- --.

Call at Brenton Loch (F.I.C. 10. -- --.

Outward local freight . . . . 67. 10. --.

Passages . . . . . 42. 10. --. 170. -- --.

£ 680. -- --.

Nett expenses,

Irrespective of depreciation and profit.

Estimating depreciation @ £ 4 per day and profit

at £ 5 per day . . . 16 days @ £ 9. .c . . 144 -- --.

£ 824. -- --.

"Oropesa"

27th December, 1922.

603.

Sir,

I wrote last per s.s. "Falkland" on the 28th November.

2. The "Falkland" has completed the second voyage (to Punta Arenas) for rams - on the return journey she experienced very bad weather, but fortunately lost only 7 on the voyage. She landed from San Julian 200 rams and 298 ewes with a loss of one ewe on the voyage, and from Gente Grande 497 rams with a loss of seven.

The Governor and the Colonial Secretary were on the West Falkland when she arrived with the second load and assisted considerably by sending the "Afterglow" to Ruggles Island and Great Island to convey men for dipping. He learned from the Stock Inspector that there is scab at San Julian and the sheep from there are consequently technically infected. He expressed considerable annoyance at this as he had informed the North Camp farmers who sent in the protest that every precaution would be taken that the imported sheep did not come from an infected district, and I fear that the Stock Inspector is in for considerable trouble for having allowed them to be shipped at all. There has been no scab ~~free~~ at Gente Grande for some years, so that we are absolved from any trouble in connection with these. I pointed out to the Governor that by quarantining on an island we were taking the very best precaution possible, and that by proper dipping there could be no danger whatever of any scab existing amongst the sheep by the time the quarantine expires.

The Managing Director,

LONDON.



He was however very insistent upon the serious failure of the Stock Inspector to carry out the definite instructions of the Government, especially as the Governor had given a definite guarantee to the North Camp farmers. I said that it was impossible to effect improvements in the flocks without taking some risk, that if we declined every risk we should never get ahead, that there was risk of scab in importing from England or any other country. I added that there had been a risk with the cattle recently imported for the Government as they had come from England where Foot and Mouth Disease had recently been rampant.

The Stock Inspector has worked very hard to make this importation a success and it is to be hoped that the Governor will in time moderate his views about his action.

Now that the "Falkland" has completed both trips for sheep from the Coast we are in a better position to estimate what freight should be charged per head to meet the cost of transport.

I have had to amend the estimate sent by last mail which was based upon the average coal consumption on coasting work all the year round. It is obvious that when engaged on ocean voyages she must use more coal than when just coasting and in the estimates now sent the cost of actual coal consumed is charged. The statements sent herewith contain full details and it will be seen that the combined trips, after deducting all earnings exclusive of sheep, have cost £ 1786 without any allowance for depreciation and profit - that is to say that the 995 sheep carried must pay a freight of 36/- per head to meet the bare expenses. If you add, say, £ 4 per day for depreciation and £ 5 for profit, freight would have to amount to 43/- per head.

The Board will doubtless decide the actual additions which should be made for depreciation and profit and will advise Mr Gresham the actual freight to be charged to the Farm and clients respectively.

No. 603, per "Oropeesa", 27th December, 1922.

3.

3. In continuation of my remarks in the last Despatch as to Dr Graddock's account, a copy of a letter from him is enclosed from which it will be seen that he is making arrangements to settle his indebtedness by paying in £ 300 due to him from the West Falkland Farmers, and a further £ 300 from London. From his remark that he proposes to close the account in order to avoid any further trouble in the matter we fear that we shall lose his store custom which has averaged £ 258 per annum for the past 8 years.

4. Your telegram of 30th November conveying the information have decided to take over Speedwell Island as from June 30th last is noted. It is assumed that the insurance of the buildings there will be effected in London in future instead of locally, and Mr Slaughter will doubtless be instructed to report to you the amounts for which these should be covered. In the meantime the enclosed list will place you in possession of full information as to insurances now in force through the local Agency of the Royal Insurance Company Ltd. Mr Gresham will be glad to know whether the unexpired proportion of the premiums paid by the present owners is to be refunded to them.

5. Mr Peters's reply to Mr Morrison's questions as to the patch on the "Kelp's" boiler is sent herewith.

6. Some years ago I asked the Directors' permission (323 - 7) to roof over the hulk "Nigeria" which forms the end of the East jetty, and this was sanctioned. But owing to the carpenters having so much ship work to attend to and to the heavy expense the roofing was confined to the fore part. The after part is now so leaky that that end of the hulk is useless for storage and if it is not roofed over soon the beams will rot. A gangway about 30 feet wide must be left in the centre for loading the "Falkland" and the cost of clearing and roofing over the after end will run to £ 400.

The additional storage accommodation would be well worth the money and would, moreover, be free from damp. -He-

No. 603, per "Oropeda" 27/12/22. 4.

Perhaps ~~about~~ later on the Board will sanction the provision of a motor winch on the upper part of the hulk for hoisting mail cargo out of the lighters. I am mentioning this now as Mr Gresham would not care to start a work costing so much without the previous sanction of the Board.

7. In continuation of para. 2 of my Despatch No. 601, copies of telegrams exchanged with the Brecht Company are enclosed. I had intended originally to suggest a lump sum of £ 500 in settlement of their debt of £ 841. 4. 9. but in writing on the 29th November I brought the offer down to £ 450.

I thought it well to agree to their offer to accept £ 500 in full settlement and trust that the Directors will regard this as satisfactory.

8. I mentioned in 600/9 that the Naval Wireless Warrant Officer predicted that during the summer months the communication with Montevideo from here would be very precarious, and this has turned out to be only too true. The enclosed memoranda from the Postmaster shows that on 15th December telegrams which had been handed in from 20th November onwards were still in his hands for transmission.

9. Your telegram of 6th instant which arrived on the 15th, reporting that 700 tons of coal will be shipped by the "Potosi" was very welcome, as the two trips of the "Falkland" used up 150 tons of our stock.

10. The Chief Engineer of the "Falkland" - Mr Harley - has not been in very good health of late and Mr Gresham and I have been impelled to reconsider the project of having only one Engineer to run the "Falkland" and attend to all other machinery. We feel that it would be running on no margin at all and that should our only engineer have a breakdown the consequences would be very serious. Although the Canning works are closed down there has been a general increase of machinery ~~for every day~~ work in everyday use. The "Falkland"

No. 603, per "Oropesa", 27/12/22.

5.

must be kept running at all costs and the various small pressing plants etc. on the farm must likewise be maintained in perfect order so that there is no breakdown at shearing time; and you have other projects in view necessitating the services of a skilled engineer, such as fitting motors in the "Gwendolin" and "Lafonia". We know that there is not enough work to keep two engineers fully occupied at all times (see London Despatch No. 1133/10). In reply to that I pointed out that the engineer question here was analagous to insurance - your engineer probably does not earn his pay every day, but the time comes when he may earn his whole year's pay in a single week. The idea of having one engineer only was prompted by a sense of economy, but it is a question whether it may not prove in the long run to be a false economy.

We may be able to run the wool collecting this season all right - if Mr Harley does crock up Peters would have to forego the holiday asked for (as to which the Board's decision should arrive this mail) and for the immediate present I think we can leave matters at that. If Mr Gresham finds it necessary to ask you to engage another Engineer he will cable and with the above explanation you would understand his reasons for doing so.

11. The P.S.N.C. Valparaiso have telegraphed that the "Magellan" will call here about the end of January for wool, and we have replied that assuming that she will not arrive until the end of January we expect to ship 2700 bales.

We have at present:-

Left over from 1922 produce	55 bales
-----------------------------	----------

Butchery skins	70 "
----------------	------

Collected by "Falkland" to Xmas.

With three more trips before the end of January we think that a total of 2700 should be reached.

According to advices from the Coast and telegrams received by the Governor, prices have appreciated considerably.



No. 603 per "Ortega" 27.12.22.

12. I regret to report that the hulk "Garland" parted her moorings in a gale on the 7th instant and drove ashore at Darwin Harbour. She was blown off again and is now secured on a beach near the Darwin Narrows on a good bottom. She is quite unharmed and has not made a drop of water but Captain Roberts does not recommend spending any money on her. In all probability it will pay the Company better to abandon any idea of using her again as a floating hulk, and eventually to remove anything of any value such as chains, wood fittings etc.

13. Captain Roberts took the opportunity whilst at Ponta Arenas to approach the ship Company there as to the cost of slipping the Falkland, and the information obtained will be useful. A copy of their pro forma contract is enclosed - the charge for hauling up and re-floating would be £420 with 20 free days on the slip, and the daily charge beyond that period would be £2 per day; these charges would appear to be quite reasonable.

Captain Roberts also made enquiries as to the cost of a wooden lighter of 110 to 120 tons; the materials complete without labour would cost £1500 - the timber alone from £800 to £900. Another firm promised to quote but so far their figures have not been received. Should the Company at some future time require a lighter of this capacity, the timber could be got across and the lighter constructed here. No doubt the total cost would approximate to that of our steel lighters, but these hold 90 tons only, are expensive to maintain as they require constant chipping and painting, and will not last anything like as long as wooden craft.

14. Mr John Hamilton who lately purchased Beaver Island spent some time in Stanley a few months ago, and I gathered from him that he desired to own a larger station here; he passed through on the Ortega and in the course of conversation he informed me that he was in treaty for the purchase of

No. 603 per "Proposa" 27.12.22

Weddell Island, and I have now received a telegram from him that the treaty for this has been signed, and that he will take over on March 31st. He has already taken steps to deposit £6000 with you, and will probably purchase the freehold outright instead of waiting for 18 years to complete this. I met Mr Hamilton first over 31 years ago, and think that the interviews I had with him will result in his doing his business through the Company. When he purchased Beaver Island he sent his Power of Attorney to Mr Turner, Manager for L. Williams's Estate, but he told me afterwards that this was done under a misapprehension.

I am,

Sir,

Your obedient servant,

Manager.

See page 901/3

29th December, 22

DR. C. A. HURKLES.

DARWIN HARBOUR.

Dear Sir,

I have to inform you that the Company has had under consideration the desire you expressed to take leave of absence some time in 1923 and to re-engage for a further term as Medical Officer of the Company at Darwin Harbour.

Leave of absence for a term of from Six to eight months would entail the engagement of a locum tenens involving passages both ways, and the expense of this would be too great. But apart from that, the Company cannot disregard the fact that complaints have been made by some of the Camp employees of your not visiting them when unwell, and it is felt that this disinclination to ride to the outlying parts of the Camp is bound to increase as time goes on. The post is in fact one for a younger and more active man. There are moreover further considerations: the Company has now decided to take over Speedwell Island, and it is probable that the leases of other Islands rented by the Company will terminate their tenure with the result that the annual subscriptions paid by them to you will cease.

2.

Again it is an anomaly that whilst the Company is maintaining a medical officer for attendance on their employees, the Company should also be subscribing for the Government Doctor to attend its employees at Fitzroy.

It becomes necessary therefore to re-arrange both the conditions of the appointment of the medical officer at Darwin and also the duties attaching to it, and I therefore have to inform you that your appointment with the Company will terminate on the 30th June next.

It is recognized that this notice expires at mid winter here and that a strict adherence to it might cause you inconvenience; in order to minimise this the Company is quite willing to allow you to leave the Colony within three months of this date, paying you your salary up to the end of June next. It would be a convenience if you would inform the Colonial Manager of the date after the end of March on which you might wish to leave in order that passages to England, as provided in your Agreement, may be secured.

Yours faithfully,

Colonial Manager.

*See next page*



29th December, 22.

Dr. G. A. Herklots.

Darwin Harbour.

Dear Sir,

I have to inform you that the Company has had under consideration the desire you expressed to take Leave of Absence some time in 1923 and to re-engage for a further term as Medical Officer of the Company at Darwin Harbour.

Leave of absence for a term of from six to eight months would entail the engagement of a locum tenens involving passages both ways and the Company feel that the expense of this would be too great.

Since however the question of your taking leave of absence and re-engaging for a further term was first mooted, other considerations have arisen; the Company has recently decided to take over Speedwell Island and George and Barren Islands, and it is more than probable that the lessees of other Islands belonging to the Company will terminate their tenure with the result that the annual subscriptions paid by them to you will cease.

2.

Again it is an anomaly that whilst the Company is maintaining a medical officer for attendance on their employees, the Company should also be subscribing for the Government Doctor to attend its employees at Fitzroy.

It becomes necessary therefore to re-arrange both the conditions of the appointment of the Medical Officer at Darwin and also the duties attaching to it; the medical officer's services will be over a more extended district, and the Company is of opinion that the post is one for a younger man. I therefore have to inform you that your appointment with the Company will terminate on the 30 June next.

It is recognized that this notice expires at mid-winter here and that a strict adherence to it might cause you inconvenience; in order to minimise this the Company is quite willing to allow you to leave the Colony within three months of this date, paying you your salary up to the end of June next. It would be a convenience if you would inform the Colonial Manager of the date after the end of March on which you might wish to leave in order that passages to England, as provided in your Agreement, may be secured.

Yours faithfully,

Manager.

MEDICAL OFFICER - DARWIN HARBOUR  
=====

On June 30th a memorandum was sent explaining that Dr Herklots was desirous of visiting England for 6 or 7 months, and re-engaging for a further term at Darwin Harbour. It was stated that in the absence of any Doctor here who would be available for attending cases of illness in our camp, a locum tenens would be required, costing £30 to £40 per month and passages both ways.

Some month or so after that memorandum had been sent, certain facts came to the knowledge of Mr Gresham and myself which caused us to form the opinion that the renewal of Dr. Herklots' agreement was not advisable, and a telegram was sent asking that no action should be taken in the matter, a word being added to the telegram to indicate that it was private.

Mr Slaughter returned to the Colony by the "Falkland", was landed at North Arm, whence he rode to Darwin without coming to Stanley. Upon his arrival at Darwin Dr Herklots at once enquired whether he had any news as to his proposed holiday, and Mr Slaughter was awkwardly placed as he had had no opportunity of talking the matter over with us in Stanley. He replied that the question had been up for discussion in London, but that a telegram arrived asking that the matter might be held up. Dr Herklots misunderstood or misinterpreted this and wrote in as follows:- Slaughter says that it was to "have come up before the Board when he was there but Goddard" said that he had a wire to say that arrangements had been "made so nothing was said".

Upon the receipt of this Mr Gresham and I decided to wait until Mr Slaughter came to Stanley and have a full discussion about the whole business. After looking at the question from all points we came to the conclusion that our best

course was to give Dr Herklots six months notice of the termination of his agreement. Our main reason is the increasing dissatisfaction amongst the employees at Dr Herklots' disinclination (almost refusal in some cases) to visit them when sick. This applies also to the outside practice at San Carlos North and South; the Managers of both these stations which contribute about £80 odd per annum together to the Doctor complain that they cannot get him to ride over, and it is quite certain that this outside income would soon be lost. This does not affect Dr Herklots very much financially as the Company guarantees him £600 per annum, and would have to make up any deficiency. There are other considerations; he has talked very freely about most of the Company's staff - this does not affect either Mr Gresham or Mr Slaughter, and has not of course affected our decision in any way, but it is unbecoming in view of the perfectly fair way in which he has been treated by us all. Further he is decidedly persona grata with the Government.

In considering the manner in which he should be given notice we decided to make no reference whatever to the complaints about not riding, for Dr Herklots would have seized upon this as a pretext for interminable discussion and wrangling, and both Mr Gresham and Mr Slaughter desire to avoid any repetition of the Wace unpleasantness. Dr Herklots has more than once boasted about getting people into court and all that sort of thing, so we determined to give him no handle, but to stick to the strict letter of the agreement, pointing out that the acquisition of Speedwell and Fitzroy properties entailed a readjustment of the medical officer's duties. The Directors will hardly disapprove of the permission given to leave a month or so before the agreement or notice expires, for it is unlikely that he will reach England much before the end of June.

A copy of the letter terminating the agreement is enclosed.

As regards his successor Mr Gresham told Mr Slaughter



that Dr Chadwick had asked to be considered a candidate for the post when vacant, but Mr Slaughter would prefer someone who is a stranger to the Colony. In supporting Dr Chadwick's candidature Mr Gresham had in view his suitability from the point of view of being able to ride about the camp without a guide on every occasion, but in view of Mr Slaughter's wish and other circumstances, the selection of an entire stranger will be preferable. We have learned that Dr Chadwick was not liked by the Government, who refused to renew his agreement as Assistant Colonial Surgeon, and if we brought him back it might disturb the friendly relations now existing, and possibly result in interference in our camp by the Government. Attempts have been made from time to time in this direction under the pretext of sanitary inspection, public health etc. At one time the Assistant Colonial Surgeon was ordered to tour the East Falkland lecturing on the risks of house flies !! This sort of thing would give the Government an opportunity of prying all over our camp, and it is better not to give them any pretext.

9. Insurance on Special Island.

10. West Store Cash Voucher, November.

11. List of produce on hand, 31st Novr. 1922.

12. Operating Insurance - November.

13. P.S.N.C. Claim - unacknowledged cargo, 24th Novr. 1922.

NOTE. The above memorandum has been submitted to Mr Slaughter, and he concurs.

14. P.I. Certificate - November.

15. P. I. Receipts - December.

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

17. S.I. Shipping Report.

18. Notes re Wireless break downs.

19. Correspondence:-

Dr. Bradcock.

Lowden Connell & Coy.

Bryant Coy.

Estimate for hauling up.

Stanley, January 6th, 1923.

No. 603 per "Oropesa" 27/12/22.

# ENCLOSURES.

DUPLICATES. (Originals per "Falkland" to Punta Arenas, 28/11/22.)

Despatch No. 602 (1 copy given to Mr Markham Dean).

Journal for October.

Statement on Accounts.

Remarks on Accounts.

Store Indent No. 584.

Indent Pebble Island.

"Ortega" - passenger list.

Correspondence:- Managing Director.)

) Originals per "Ortega".

## Originals.

1. Despatch No. 603.
2. Cash Book for October.
3. Statement on Accounts.
4. Remarks on Accounts.
5. Store Indent No. 585.
6. Remarks on Stores.
7. Memos and Logs of s.s. "Falkland" to Coast.
8. Sketch of patch on "Kelp" boiler.
9. Insurances on Speedwell Island.
10. West Store Cash Voucher, November.
11. List of produce on hand, 31st Novr. 1922.
12. Coasting Insurance - November.
13. ~~P.S.N.C. Claim - short landed cargo, 10.1.10.~~ Ref'd on "Oropesa" 27/12/22.
14. F.I. Gazette - November & December.
15. F. I. Magazine - December.
16. Copy of P.S.N.C. Account.
17. F.I. Shipping Report.
18. Memos re Wireless break downs.
19. Correspondence:-

Dr. Craddock.

Lowden Connell & Coy.

Brecht Coy.

Estimate for hauling up.

(2).

## 20. Specifications:-

	Wool.	Skins.
F. S		71.
J.L.W		11.
W.C	160.	9.
N.A	264.	24.

No. 603 per "Propesa" - December 27th, 1922.

P R E C I S.

1. Records last despatch.
2. Coast rams and ewes. Reports second trip. Discusses freight.
3. Dr Craddock's account. Steps taken to balance.
4. Speedwell Island. Discusses insurance of property.
5. Kelp boiler. Sends Peters's reply to questions.
6. Hulk Egeria. Asks sanction for roofing over after end.
7. Brecht Company. Reports settlement for £500.
8. Wireless communication. Memorandum from Postmaster.
9. Coal per Potosi. Acknowledges telegram.
10. Engineer. Doubts as to whether Company can dispense with special Engineer for the Falkland.
11. Wool collection. Magellan to call end of January.
12. Hulk Garland. Reports stranding of.
13. Punta Arenas slip and lighters. Quotations of cost.
14. Weddell Island. Purchase of by Mr John Hamilton.
15. Shostages at P.E.M.C. Steadman, - expresses satisfaction.
16. Speerkins shipped at Stanley - suggests revision of freight.
17. "Guvernoren" salvage - sends account - motor boat.
18. Motor boat ex "Guvernoren" - reports phony of.
19. Sheep from San Julian - discusses freight per head.



No. 602, per "Falkland" via Punta Arenas, 28th November, 1922.

P. R. E. C. I. S.

1. Records Despatch.
2. "Falkland" & "Gwendolin" - estimated daily cost of running.
3. Accounts - Craddock, Halkett - explanations.
4. "Kelp" boiler - report forwarded to Peters.
5. Mrs J. Robson's debt - reports amount recovered.
6. Trip of "Falkland" to Darwin - sends letter from Mr Halkett.
7. Millinery Store goods - report deferred until after Xmas.
8. Sheep from San Julian - general report on voyage.
9. Information re wool market - explains situation.
10. Yacht ex "Orn 2" - delivered safely.
11. Motor winch - "Gwendolin", - will report later.
12. "Falkland" - replies to reports as to uncleanness.
13. North Arm - Assistant Camp Manager has proceeded to.
14. "Falkland" windlass - no immediate hurry.
15. Shortages ex P.S.N.C. steamers, - expresses satisfaction.
16. Sheepskins shipped at Stanley - suggests revision of freight.
17. "Guvernoeren" salvage - sends account - motor boat.
18. Motor boat ex "Guvernoeren" - reports purchase of.
19. Sheep from San Julian - discusses freight per head.

No. 601, Per "Ortega", 9th November, 1922.

No. 600, Per "Oriana", 27th September, 1922.

P R E C I S .

1. Acknowledges Despatch 1229 from London.
2. Brecht Company - offer to pay them £ 450.
3. Oil Tanks - as to payment for our work in connection with.
4. Coal - reports stocks and requirements. Mr Harley's Bonus.
5. Rams from the Coast - negotiations with Government reported.
6. "Falkland" - Dynamo and Electric Wiring.
7. Lloyds Form of Appointment received.
8. "Plym" and "Samson" - as to disposal of.
9. Steel lighter "Swan" - damaged - as to claim.
10. Sails for "Gwendolin" - Captain Roberts's Report.
11. Suburban Land - as to sale of  $\frac{1}{2}$ -acre to Dettleff.
12. Sullivan House <sup>as to</sup> disposal of to Government; }  
Land leased from Admiralty - as to purchase of. }
13. "Governor" Salvage - sale of material.
14. "Falkland" - general report on.

No. 600, per "Oriana", 27th September, 1922.

P R E C I S .

1. Records Despatch per "Bogota".
2. Importation of sheep - restrictions removed.
3. Plan of Stanley - unable to send comprehensive plan.
4. Floating property - sends list giving age & general history of.
5. Stone cottage near Sullivan House - sale of.
6. "Kelp" - reports upon.
7. Miller - "Falkland" case; interview with Magistrate etc.
8. "Gwendolin" - details movements of.
9. Wireless communication - interruption of.
10. Cutter "Exe" - reports loss.
11. Captain and Engineer of "Falkland" - remuneration etc.
12. "Guvernoeren" Salvage - sale of material.
13. "Falkland" - general report on.

No, 599, per s.s. "Bogota", 16/8/22.

P R E C T S .

1. Acknowledges Despatch No. 1228
2. Slip - notes remarks.
3. "Falkland" freights - notes remarks.
4. Hides - will indent for weighing machine.
5. S N C freights - suggests comparative scale to unta  
Arenas.
6. Pensions, Mc herson and Burns - noted.
7. Claim against S Miller - will see Registrar.
8. Plan of Stanley - discusses.
9. Dressing of wool.
10. Admiralty land - as to purchase or lease.
11. "Bogota" - reports arrival.



No. 598, per ~~known~~ "Ortega", 9th August, 1922.

R E C I S :

1. Confirms Despatch 597 per "Oriana".
2. Manager's House - contents being looked after.
3. Coal per "Ballena" - high price.
4. Collection of produce - steamer and schooner.
5. Sails for "Gwendolin".
6. Slip - Governor apprized of decision to postpone.
7. "Kelp" - towing capabilities. Oil tanks - Admiralty's idea.
8. Fitzroy Estate accounts to be kept separate.
9. Dr Craddock's ledger balance - as to.
10. "Falkland" - laying up delayed. "Bogota" due mid-August.
11. Farm Wages - decrease on half year's working.
12. "Kelp" - serious defect in boiler.
13. Mrs Joseph Robson - hope for recovering part of debt.

No. 597, Per "Oriana", 27th June, 1922.

R E C I T S .

1. Acknowledges Despatch 1226 per "Ballena".
2. Uncertificated Masters for Schooners - Government agree.
3. "Rel" arrives in "Ballena".
4. Memo. re Bischoff's letter - refers to.
5. Slip - further remarks.
6. West Cove Reserve - lease renewed for 3 years.
7. Brecht Company - as to claim and accounts.
8. s.s. "Falkland" - final accounts with London Connell & Co.
9. Admiralty oil installation - question of our administering.
10. Share certificate F. T. Co. Ltd enclosed - Morrison.
11. Stone cottage - figure to be accepted from Government.
12. s.s. "Falkland" - bunker coal - points for consideration.
13. "Ballena" clears Stanley of produce.
14. Mr T. G. Slaughter proceeding home by "Oriana": as to rams, &c.
15. Shipping of homeward produce - as to moving "Great Britain".
16. "Lloyds" agency - asks for certificate of appointment.
17. Homeward produce - arrangement for "Bozada" and other boats.
18. "Bozada" leaving on 27th May.

No 596 per "Losada", 25th May, 1922.

R E C I S.

1. Acknowledges Despatch per "Ortega"
2. "Gwendolin" - commanded by Mr Roberts.
3. Coal per "Ballena".
4. Mr Packe's freehold land - conveyance of.
5. Mullett Creek farm - Browning's lease.
6. Suspected abortion in sheep - Stock Inspector to go to West Falkland.
7. Clayton Son & Co. Ltd - correspondence noted.
8. "Falkland" - registration. Local freights. Command of.
9. Slip - estimate of cost on Mr Glover's fresh plans.
10. Hides - circular to clients.
11. Stanley Motor Boat - new cylinder.
12. Outward cargo for "S.N.C. steamers - receipts for.
13. H. Brookhouse - left per "Ortega".
14. Mr Pritchard - leaving in "Losada".
15. Shipping of homeward produce - as to moving "Great Britain".
16. "Lloyds Agency - asks for certificate of appointment.
17. Homeward produce - arrangement for "Losada" and other boats.
18. "Losada" leaving on 27th May.

No. 593 per Whaler 2 "sails"

No. 594 per "Lythia" and

via Montevideo. 15/4/22.

916

- P R E C I S
1. Confirms last sailing.
  2. S.S. "Falkland" - 15/4/22.
  1. Last Whaler arrives and sails.
  3. Mr. Mason's letter.
  2. Drafts on Whaling Companies - amount to about £2500.
  3. Goose Green killing starts 14th April.
  4. Rams - arrive safely at Brenton Loch.
  5. Coasting by Steamer - points to be emphasized.
  6. "GWENDOLIN" - new set of sails necessary.
  10. "Magellan" progress.
  11. Old Telephone wire.
  12. P.S.N.C. Commission on land.
  13. "Gwendolin" - insurance for 1922.
  14. "Lozada" calling direct home to Mr.
  15. Whaling Companies returning from work.
  16. Taxation - time devoted to General meeting.
  17. Quebracho wood - quotations from Mr.



P R E C I S .

1. Confirms and acknowledges Despatches.
2. s.s. "Falkland" - discusses running of with own Marine Supt Engineer and Local Mate.
3. Mr. Anson's Mortgage returned.
4. Major Brookhouse - decision of Board re passages.
5. Manager's House at Stanley unoccupied.
6. Cochran Boiler for "Great Britain".
7. Coal purchased from P.S.N.C. misunderstanding due to cable. Further supplies and freight on.
8. James Smith of Great Island - correspondence not enclosed.
9. Tug and coal - rather wait for better freight rate.
10. "Magellan" produce - sale will be delayed. will advise clients
11. Old Telephone Wire - will be sent home when collected.
12. P.S.N.C. Commissions on Naval Rating and crew of "Guvernoren" passages.
13. "Gwendolin" - insurance for laying up periods.
14. "Losada" calling direct home in May.
15. Whaling Companies returning from South.
16. Taxation - time devoted to Council matters lately.
17. Quebracho wood - quotations from Montevideo.

No. 590. per "Magellan". 17th March 1922

Despatch No. 592, per Orcoma, April 2nd, 1922.

PRECIS.

1. Mail per Oriana. Will be answered by whaling steamer.
2. Schooners. Sends sail plan of Lafonia, and measurements of Gwendolin's sails.
3. Glasshouse at Fitzroy. Erected before telegram received.
4. Purchase of "Falkland". Discussion with Governor.
5. Slip. " " "
6. Sheepfarming industry. " " "
7. Mr Elliott's effects. Sent per Orcoma.
8. Rams. Attempt to send to Darwin by Gwendolin frustrated by bad weather.
9. Stanley Motor boat. New cylinder required.
10. Ballena. Valparaiso reports to call here in June.
11. Produce home. Telegraphic corres. with Valparaiso.
12. Oriana. Acknowledges mail.
17. "Lady Elizabeth". Sends diver's report.
18. P.S.N.C. Homeward freights. Rates quoted from Valparaiso.
19. "Falkland". Acknowledges telegram.
20. Live runs from Atagonia. Discovered prohibition.
21. Lease of West Cove Reserve. Retained for appeal.
22. Usings. Hrecht Company's accounts not paid.
23. "Gouverneur". Reports proceedings as to wreck.
24. Coal ex "Magellan". Explains reasons for asking for.
25. Home per "Magellan". Safe arrival.
26. Flour. Supplies being obtained from Chile.
27. Purchase of "Falkland". Discusses question of running.
28. Slip. Will see Governor again.
29. "Magellan". Arrival of and shipment by.

No. 590. per "Ortiz". 18/1/22.  
No. 590. per "Magellan". 17th March 1922.

P R E C I S

1. Acknowledges Despatch. 1221.
2. Mails via Andes.
3. Certificated Masters for local vessels. Letter to Government.
4. Tug "Kelp". Regrets purchase of steel boat.
5. Oil for Motor boat. Heavy oil satisfactory.
6. Camp Houses. Insurance of.
7. Packe Property. Transfer completed.
8. Sullivan House Furniture. Purchase of.
9. Coal. Lowden, Connell & Coy.
10. Slip. Discussion with the Governor.
11. Boiler for "Great Britain".
12. Live Rams. Correspondence with Government.
13. Leases of Reserves. Renewed to June 1925.
14. Commission on Dividend 1920. Requests instructions.
15. "Gwendolin". Reports damage and sends claim.
16. Acknowledges despatch No. 1222.
17. "Lady Elizabeth". Sends diver's report.
18. P. S. N. C. Homeward freights. Rates quoted from P/ARenas.
19. "Falkland". Acknowledges telegram.
20. Live Rams from Patagonia. Discusses prohibition.
21. Lease of West Cove Reserve. Retained for renewal.
22. Casings. Brecht Company's accounts not paid.
23. "Guvernoren". Reports proceedings as to wreck.
24. Coal ex "Magellan". Explains reasons for asking for.
25. Rams per "Magellan". Safe arrival.
26. Flour. Supplies being obtained from Chile.
27. Purchase of "Falkland". Discusses question of running.
28. Slip. Will see Governor again.
29. "Magellan". Arrival of and shipment by.

No. 589, per "Orita", 18/1/22.

P R E C I S .

1. Records Despatch.
  2. Schooners - Difficult now to man locally.
  3. Ocean Freights - acknowledges information.
  4. Petrol and Kerosene - supply now imported.
  5. Tug - trusts that one has been purchased.
  6. Clerk for Stanley Office - explains telegram.
  7. "Falkland" - delay in returning to Stanley.
  8. Wool shipments - correspondence with P.S.N.C.
  9. H.J. Pitaluga - paying in £ 800.
  10. Coal - could do with 500. tons.
  11. Dependencies - share of cost of central administration.
  12. Relations with Government - quite satisfactory.
  13. Salary of Colonial Manager - memorandum.
  14. Cash Balance - steps taken for reduction of.
  15. Remittances - details.
  16. Packe property - arrangements for completing transfer of.
  17. Lowden Connell & Co. - breach of Customs Ordinance.
  18. Slip - memorandum with remarks.
  19. Land for grazing - Mullet Creek farm - Browning's position.
  20. Remittances - further £ 2000.
  21. "Guvernoren" - account of wreck and proceedings.
  22. "Orita" - arriving earlier than expected.
14. Dependencies' contribution to Revenue - Governor's interview with Mr Harding.
15. "Piya" - need for a new vessel now urgent.



No. 587, per "Orcoma", 30th November, 1921.

P R E C I S .

1. Acknowledges London Despatch 1219 per "Oruba".
2. Stock of Stores - as to c.i.f. prices.
3. Copies of Stanley Despatches - London remarks noted.
4. "Gwendolin" - trip to North Arm - damage to mainsail.
5. "Marion Mosher" - regrets Company's inability to purchase.
6. Clients' Accounts - as to treatment of.
7. Freights per P.S.N.C steamers-effect on rates per schooners.
8. Interest on Freight - remarks noted.
9. Baling material - sufficient now at our stations.
10. "Falkland" - enquires probable date of her departure.
11. Petrol - storing shed now being erected.
12. Light being erected on William Point by Government.
13. Whalers - 7 companies operating 1921/1922.
14. Dependencies' contribution to Revenue - Governor's interview with Mr Harding.
15. "Plym" - need for a new vessel now urgent.

No. 536, per "Oruba", 7th November, 1921.  
 No. 535, per "Falkland", 31st October, 1921.

P R E C I S .

1. "Falkland" expected Buenos Aires on 10th November.
2. Mr Harding's memorandum to Governor on Revenue & Expenditure.
3. "Bertha" - wreck visited by Mr Roberts - sample log sent to England.
4. "Lady Elizabeth" - Mr Roberts's remarks & report.
5. Camp Manager - nothing to report. Oruba sails 7th Nov.
6. Necessary work at House Green carried out.
7. Mr Puck's property - goods arrive.
8. Canning - fears more will have to be written off.
9. Ship - Mr Roberts's recommendation.
10. Materials for Government Oil tanks - as to shipments.
11. "Falkland" - coaling for trip to Buenos Aires.
12. (P.S.) New Boiler or Oil Engine for "Great Britain".

No. 584, per "Orita", 17th October, 1921.

No. 585, per "Falkland", 31st October, 1921.

P R E C I S .

1. Acknowledges 1218 per "Orita".
2. Cable, 8th June re Cobb, cancelled - explains.
3. Stock - depreciation of value.
4. Government and Taxation - question of the Dependencies.
5. Coal per "Huanchaco" - documents not received.
6. Necessary work at Goose Green carried out.
7. Mr Packe's property - deeds arrive.
8. Canning - fears more will have to be written off.
9. Slip - Mr Roberts's recommendation.
10. Materials for Government Oil tanks - as to shipments.
11. ~~xxxx~~ "Falkland" - coaling for trip to Buenos Aires.
12. (P.S.) New Boiler or Oil Engine for "Great Britain."

No. 584, per "Orita", 17th October, 1921.

P R E C I S .

1. Confirms Despatch No. 583.
2. Mr Packe's land - Government refuse to sanction transfer of leases.
3. "Gwendolin" - trip to Fitzroy.
4. s.s. "Falkland" - postponement of departure to Buenos Aires.
5. Wireless Telegrams - despatch from F. Is. on Mondays, Wednesdays & Fridays.
6. Sullivan House furniture - valuation.
7. Despatch 1217 - contents noted.
8. "Rushmore" - coal for London (Cmndt) - subject.



P R E C I S .

1. Confirms No. 582; acknowledges 1216 and 1217 from London.
2. Finance - as to Government assistance.
3. Stanley Motor Boat - proposed experiment with lower grade oil.
4. Clients' a/cs - interest as affected by the Bank rate.
5. Bonus for 1920. - extra 5% will be paid.
6. Freights - no prospect of immediate reduction.
7. Insurances - suggestions.
8. Slipway - Mr Roberts's visit to Montevideo.
9. Land for Government - Mr H.C. Harding's views.
10. Transfer of leases from Mr Packe - Government correspondence.
11. Sullivan House furniture - valuation.
12. Despatch 1217 - contents noted.
13. "Huanchaco" - coal for Lowden Connell shipment.

No. 581 per "Hercules" 8/8/21.  
 No. 582, per "Orcana", 8th September, 1921.

# P R E C I S

1. Acknowledges Despatch No. 1215.
2. Bonus - dependent upon year's results.
3. Finance - refers to letter to Colonial Office.
4. Land for Government - Governor wants Sparrow Cove.
5. "Venus" - concurs with Board's decision not to purchase.
6. Sullivan House - not to be let to Mr Neave.
7. Heavy shipments per "Oruba" etc., - dealt with by 31st Aug.
8. "Falkland" - lying up - boiler survey.
9. Schooners - equipment wanted - details of.
10. Government steam drifter - scheme under way.
11. Wages - estimated decrease, 1921, from 1920, £5000.
12. and 16. Fitzroy & Port Louis lands - leases required.
13. Masters for schooners <sup>is</sup> / certificated man required?
14. Schooners coasting earnings - discusses.
15. Timber by new schooner - suggests petrol instead.
17. Losses at Fitzroy & Port Louis - not so bad as expected.
- Carbon Copies of Despatches - suggestions.
- Douglas Station - advises Despatch of accounts and draft.
- Colonial Office meeting - acknowledges information.
- Darwin orders - information communicated by them.
- Advances to clients - acknowledges instructions.
- Furniture - acknowledges instructions.
- Mr Peters, Engineer - asks for further information.
- Mens on produce - further.
- Money orders - refers to letter to Governor.
- Sheepskins - will send information.
- Petrol - storage of.
- "Falkland" - unnecessary steaming.
- Average of Infamia - no refund of overpayment.
- P.S.N.C. - Claims admitted. Sends list.
- "Gwendolin" - recommendations.
- Coasting arrangements - views upon.
- Accounts, June 30th 1921 - advises despatch of Hill Cove Port Howard and Port Stephens.

P R E C I S

1. Records Despatch; asks original of No. 1210.
2. P.S.N.C. Agency - asks whether allowance will be paid here.
3. Darwin Coal Consumption - Mr Slaughter asked for information.
4. Canning Account - asks as to Brecht's claim.
5. "Falkland" - question of laying up.
6. Timber - quality of last shipment very good.
7. Mutton sheep for Stanley - explains selection.
8. Slip - soundings will be taken.
9. Camp Wages - explains previous remarks.
10. "Plym" - quotes previous opinion.
11. "Lady Elizabeth" - Mr Roberts will go into the question.
12. G. Jay - explains engagement.
13. Pebble Island - Coasting freight.
14. Runacres - leaving for Punta Arenas.
15. Cash - requirements sufficient.
16. Coal - explains telegram reporting stock.
17. Furniture -
18. Fitzroy & Port Louis - legal work will be attended to.
19. Carbon Copies of Despatch - suggestions.
20. Douglas Station - advises Despatch of accounts and draft.
21. Colonial Office meeting - acknowledges information.
22. Darwin cadets - information communicated to them.
23. Advances to clients - acknowledges instructions.
24. Furniture - acknowledges instructions.
25. Mr Peters, Engineer - asks for further information.
26. Liens on produce - further.
27. Money orders - refers to letter to Governor.
28. Sheepskins - will send information.
29. Petrol - storage of.
30. "Falkland" - unnecessary steaming.
31. Acreage of Lafonia - no refund of overpayment.
32. P.S.N.C. - Claims admitted. Sends list.
33. "Gwendolin" - recommendations.
34. Coasting arrangements - views upon.
35. Accounts, June 30th 1921 - advises despatch of Hill Cove Port Howard and Port Stephens.

Per "Ortega" 6/8/21.

Enclosures

928

Client's Account Current, as under

	Press Copy for Head Office.	Original	Carbon Copy
Holmsted, Blake & Co., Ltd.	1	1	2.
Bertrand & Felton.	1.	1	
J. L. Waldron, Ltd.	1	1	
Dean & Company,	1	1	1
Pebble Island.	1	1	1
Packe Brothers & Company,	1		
Baillon & Stickney,	1	1	
Dean & Anson,	1	1	1
Williams & Company,	1	1	
Stickney Brothers,	1	1	
H. Waldron,	1		
West Point Island,	1		
H. & G. Cobb,	1	1	1
Speedwell Island Company,	1	1	2.
Vere Packe,	1		
Mrs T. Robson,	1		
J. J. Felton's Estate,	1		
A. M. Pitaluga,	1		
H. J. Pitaluga,	1		
Geo. Benner & Co., Ltd.,	1	1	1
W. D. Benney's Estate,	1		
Smith & Sons,	1		
James Smith,	1	1	
A. F. Cobb,	1		1
Hansen & Son, Mrs. C.,	1		
Mrs. Geo. Scott,	1		
Mrs. Jos. Robson,	1	1	
B. Browning,	1		
A. Morrison,	1		
J. B. Luchtemborg,	1		
C. C. Wesell,	1		
C. Bender,	1		
Greenshields Brothers,	1	1	
W. K. Cameron,	1		



No. 578, per "Orita", 14th July, 1921.

P R E C I S

No. 579, per s.s. "Sorata", 14th July, 1921.

1. Confirms No. 578 per "Orita" and acknowledges receipt of London Despatch 1214.
2. Bonus, 1920; mutilated cable results in an error.
3. Mr Roberts arrives per "Orita".
4. "Sorata" clearing all produce, 14th July.
5. Sullivan House - Government willing to purchase.
6. Store sales - remains upon, including, etc.
7. Bonus - instructions received by cable for payment of 5%.
8. Land tax - question discussed, between Governor and farmers.
9. "Palmland" - no more produce.
10. "Sorata" clearing all produce, 14th July.
11. O. Rasmussen & Son - reports loss of half of stock.
12. Darwin Harbour & Port Phillip Reserves - removal of fences, etc.
13. George Green machinery - "State's" report on.
14. Despatches received per "Orube" and "Sorata".
15. "Orube's" arrival - and subsequent speedy departure.
16. Accounts - delayed through press of work.

No. 578, per "Orita", 12th July, 1921.

# P R E C I S

1. Confirms No. 578 per "Corcovado."
2. "Falkland" - one more trip this season.
3. Tallow - to be shipped by "Sorata".
4. Labourers - number employed on Government work.
5. Whaling industry - Government return one-half of duty to whaling Companies for last season's catch.
6. Sullivan House - Government willing to purchase.
7. Store sales - remarks upon, including flour.
8. Bonus - instructions received by cable for payment of 5%.
9. Land Tax - question discussed between Governor and Farmers.
10. "Falkland" - coal supplied.
11. C. Hansen & Son - report loss of bale of wool.
12. Darwin Harbour & Port Sussex Reserves - renewal of lease, as to.
13. Goose Green machinery - Peters's report on.
14. Despatches received per "Oruba" and "Sorata".
15. "Oruba's" arrival - and subsequent speedy despatch.
16. Accounts - delayed through press of work.

Nb: 577, per "Corcovado", 29/4/21.

# P R E C I S

1. Records last Despatch.
2. Wool Insurance - asks whether sheep's back policy is affected by retention of wool on farms.
3. Fitzroy and Port Louis Insurance - sends list.
4. Carbide - Asks for supply to be sent in whaling steamers.
5. W.Keith Cameron's account - sends draft on John Heare for £1677.
6. "Samson" - no offer from Punta Arenas.
7. Coal - reports stock of.
8. "Sorata" - telegram received from Valparaiso reporting postponement of sailing.
9. Grazing land required by Government - reports discussion with Governor.
10. Annual Accounts 1920. - sends part.
11. Inferior wool - acknowledges telegram.
12. "Bertha" wreck - Governor withdraws any embargo on salvaging of.
13. "Corcovado" - sailing on 29th but not taking all produce.

No. 576, per "Solstreif", 2/4/21.

No. 575 per Whaling Steamer P R E C I S.

1. Confirms Despatch No. 575.
2. Commission on Remittances - further correspondence.
1. Confirms Despatch No. 574.
3. Lafonia - acreage fixed at 591,000 acres.
2. "Oaklands" sailed 17th March.
4. Credit to Outside shippers - further discussion.
3. "Great Britain" - question of Oil Engines instead of
5. Mr Moir & family; Mr Gresham; Mr Harding; departure of.
6. Cable Station and Large Wireless Station abandoned.
4. Engineer. Might be disposed with.
7. "Corcovado" - estimate of produce to be shipped.
5. P.S.N.C. sailings altered - "Ortega" and "Dorcas".
6. Credit to outside shippers. Discusses matter.
7. Motor Engine for Schooners. "Gwendolin" no compared with "Lafonia".



No.575per Whaling Steamer, 23/3/21.

P R E C I S .

1. Confirms Despatch No.574.
2. "Oaklands" sailed 17th March.
3. "Great Britain" - question of Oil Engine instead of Steam Boiler.
4. Engineer. Might be dispensed with temporarily on termination of Peters's Agreement.
5. P.S.N.C. sailings altered - "Ortega" and "Sorata".
6. Credit to outside shippers. Discusses matter.
7. Motor Engine for Schooners. "Gwendolin" as compared with "Lafonia."

DIRECTS.

1. Confirm Despatch No. 573..
2. Provisional Profit and Loss Account enclosed..
3. Admiralty collier - ordered back to Montevideo.
4. H.M.S. "Dartmouth" - stays 3 hours.
5. Ornen & Ner Whaling Co - pay duty to Crown Agents.
6. Dr. Herklots - question of renewal of his agreement for  
2 years. Salary.
7. "Oaklands" - stowing well.
8. Two Whalers already left for home.

No. 573, per "Buendes", 3/3/21.

# P R E C I S

1. Adm. Lodge - furniture and other.
2. Surpl. Confirms "Weymouth" Despatch.
3. "Oak 2. Bonds - <sup>recommends</sup> ~~advises~~ payment of, for 1920.
4. "Oak 3. Clients' stores - should all be invoiced from London.
5. "Oak 4. Local Freight - debiting of Clients' Accounts.
6. "Oak 5. "Oaklands" - reports arrival and progress.
7. "Oak 6. W. A. Harding - appointed to Executive Council.
8. "Oak 7. Admiralty Collier expected within a few days.
9. "Oak 8. Sullivan House - removal of some of the property.
10. "Oak 9. Flour - reports on stocks.
11. "Oak 10. Landing Charges increased.
12. "Oak 11. Manager's House - Porch finished.
13. "Oak 12. Scrap Press - parts found at Fitzroy.
14. "Oak 13. "Buendes" - reports arrival etc.
15. "Oak 14. Mails from England - delay in receiving.
16. "Oak 15. Mails homeward - prospects of.
17. Mrs W. A. Harding. New received with the principal matter.
18. Geraldine from Honolulu - reports progress.
19. Mr D. B. Nelson, Engineer, 25 to 30.
20. Mr H. O. Harding - reports on account of 111.
21. Coal Stock - sufficient to keep "Oaklands" running until end of year.
22. Cash Balance, 31st December, 1920, 10,000.
23. 1. Savings - record of savings.
24. New Governor. Mr. H. O. Harding arrives in "Oaklands".
25. Transshipment of goods at Honolulu - charges for.
26. "Oaklands" - boiler works.
27. Furniture for Manager's House - 25 to 30.
28. "Oaklands" expected on 15th February.
29. "Oaklands" - sighted on 15th January but not arrived.
30. Finance. Realizes that sailing vessel outward is not possible.
31. H. A. S. "Oaklands", leaving 15th February.

No. 572, per H.M.S. "Weymouth", 3/2/21.

P R E C I S .

1. Acknowledges Despatches and telegrams.
2. Surplus sheep - Abandonment of Mr Llanso's scheme.
3. "Oaklands" - Charter of.
4. Major Brookhouse - arrives per "Orita".
5. "Lafonia" - as to motor engine.
6. Future of coasting work - discusses.
7. "Bertha" wreck. As to salvage of timber.
8. Marine Superintendent - thinks appointment should be postponed.
9. Labourers - not required at present.
10. Porch, Manager's House. Work commenced.
11. Carpenters - Lees not required.
12. Mails per "Bogota" - some left at Bahia Blanca.
13. Remittances - Deposits. Suggests accepting deposits @ 3 1/2%.
14. Dogs per "Bogota" landed safely.
15. Accounts, 1920. Delayed on account of absence of Account sales.
16. Treasury notes. £1000 will suffice.
17. Mrs W.M. Dean. News received with the greatest regret.
18. Cereals from Montevideo - reports purchase.
19. Mr C.P. Peters, Engineer, as to Agreement.
20. Mr H.C. Harding - requests leave on account of ill health.
21. Coal Stock - sufficient to keep "Falkland" running until end of May.
22. Cash Balance, 31st December, 1920. Refer to.
23. W. Jennings - record of service.
24. New Governor. Mr Middleton arrives in "Orita".
25. Transshipment of goods at Montevideo - charges for.
26. "Samson" - boiler unsafe.
27. Furniture for Manager's House - as to.
28. "Duendes" expected on 14th February.
29. "Oaklands" - sighted on 31st January but not arrived.
30. Finance. Realises that sailing vessel outward is not possible.
31. H.M.S. "Weymouth", leaving 6th February.



No. 571, per "Orita", 22nd December, 1920.

P R E C I S .

1. 1207 from London acknowledged.
2. "Great Britain's" boiler - Mr Peter's opinion.
3. "Plym" - re-tubing boiler.
4. Interest on Clients' Accounts. - increase.
5. J.G. Kelway's death reported.
6. Marine Superintendent - question of successor to Capt. Thomas.
7. B.J. Shrimpton dismissed by Mr H.C. Harding.
8. Telephone - question to wait arrival of new Governor.
9. Stanley Mutton supply - Mr Slaughter & Mr H.C. Harding confer.
10. Millinery Store - objections to wide display, etc.
11. Mr Martinez - Mr J.R. Long - question of orders given.
12. Labourers for Camp - doing well without new ones.
13. Whaling Companies' Draft's - collection charges to be debited.
14. Mr Vere Packe's Account sent.
15. Statement of Wool and Skin shipments 1920 enclosed.
16. Pebble Island - extra Coasting freight regarded as excessive by Mr J.W. Dean.
17. "Oaklands" - not yet arrived at Bahia Blanca.
18. Pilferage continuing. "Junin" shipment badly pillaged.
19. Flour - 200 bags arrive by "Weymouth".
20. Claims admitted by P.S.N.C.
21. A.P. Runacres - refers his case to the Board.

RECEIPTS

1. Confirmation of No. 568 per Huanchaco 9/10/20.
2. Bertha wreck. Copy of further correspondence enclosed.
3. Purchasing Commission - 2. seems inadequate.
4. Rams per Huanchaco arrive. One dies of pneumonia.
5. Annual Reports - Office File incomplete.
6. Farm and Canning accounts; materials on hand; debit balance to be written off.
7. s.s. Falkland - loss of freight through abandonment of Canning.  
(b). Suggestion for spending the months of enforced idleness.
8. Coasting Freight - two alternative suggestions for meeting Lowden, Connell & Co's request for immediate payment.
9. Claims - rejection of pilferage claims by N.C.; delay in dealing with damaged and overcarried claims.
10. Sailing vessel - recommends charter for outward and homeward cargo.
11. Stanley mutton supply - suggests cold storage plant.
12. Government schemes - steamer for mail service and patrolling whaling and sealing grounds.
13. Government ship for use of Government steamer & whalers.
14. Government attitude during the last three years.
15. Farm policy - recommends concentrating at Goose Green.
16. Flour - difficulty of getting supplies.
17. Wages - increase inevitable if prices advanced.
18. Fitroy Estate - adjustment of expenses payable by Mr. Packe.
19. Camp teachers - Goodwin and Watson appointed.
20. Mr. Gresham - agreement expires 27th November, 1920.
21. N.C. Fares - increases.
22. H.M.S. Dartmouth - visit of.
23. Samson - offer to buy, from Mr. Scott, Santa Arenas.
24. Gleam totally wrecked.

No. 568, per Huanchaco, 8th October, 1920.

# R E C I S .

1. Mr W. Harding's arrival per Huanchaco, 6/10/20.
2. Cable confirmations - Code and Translations to be given.
3. Mails homeward. Delays on Transandine Railway.
4. Buendes supplies to last till December.
5. Darwin Telephone. New wire arrives.
6. Power of attorney in favour of Mr Harding to hand.
7. Claims against F.S.N.Co. F.S.N.Co.'s unsatisfactory method of dealing with them.
8. Mr Slaughter's expenses at Montevideo - matter now in Mr Harding's hands.
9. £2000. in £5. Bank of England notes asked for.
10. Safe arrival of 30 rams per Huanchaco (Twenty for the F.I.Co.Ltd.)
11. Falkland expected to arrive in time for the Huanchaco with the last of the Island produce.





Despatch No. 567, per "Orita", 20th August, 1920.

P R E C I S

1. Acknowledgment of London Despatch, No. 1205.
2. Shipment of Produce - "Orita" - Huanchaco.
3. Foot-and-mouth Disease; grain imports - restrictions.
4. Government attitude towards Falkland Island Wool growers.
5. Henry Waldron - Codicil to Will.
6. Freight per "Duendes" for produce shipped at Montevideo.
7. Agreements of W. Craig and E. J. Stanley received.
8. Consumption materials - Store. Excessive profit-making to be discontinued, at the expense of other works.
9. Current Accounts for Half-year enclosed.
10. Darwin telephone line; renewal noted as sanctioned by Board of Directors.
11. Mr James Houston's resignation; Mr E. A. Harding assuming Managership temporarily.
12. Acquisition of Mr Vere Lacke's land by F. I. Co. Ltd.
13. Canning; unavoidable delay in replying to enquiry as to number of sheep for next season explained.
14. Great Island and Swan Island; Mr A. Bonner makes application for lease.
15. Mail subsidy; question waived by Government, who suggest sending a trawler out for Mail-carrying.
16. Mr Lackie returns home by "Orita".
17. Captain Thomas returns home by "Orita". J. Walsh appointed foreman of navy gang pending Mr Harding's arrival.
18. Brecht Company; cable re shipment of casings.

1. Despatch No. 565 leaves by Gran ilke.
2. Arrival of Buendes, with despatches 1.3 and 1.4.
3. 1919 accounts.
4. Bills of lading; mistakes in stating them.
5. Canning. Trouble at commencement of 1921 season among workers. (Rub Money suggestion).
6. Statements of Mr. Milner's expenses enclosed.
7. Rates of interest to be charged to clients' accounts.
8. Menendez. Sheeplifting believed to have been unsatisfactory.  
(b). Sale of Mutton disappointing.
9. Great Island. Re-letting of.
10. Duplicate signed copies of ships' accounts to be sent.
11. Pensions granted to McKenzie & Cartmell.
12. Bills at sight; he was in duplicate; not to be drawn in future.  
(b). Friendly attitude of Government cited.
13. Supplies per Buendes. Remarks concerning sugar and flour.
14. Mr. Goudard's illness.
15. Mrs. Collis - hers not a case for assistance by company.
16. Hides. Shipment per Buendes negatived.
17. Clients' accounts. Discrepancies in amounts written back for produce purchased by Government.
18. Foot-and-mouth disease outbreak in South America. Reported as having been stamped out by end July.
19. J. N. Valparaiso; visit from Sir Robert Connell; his reports of difficulties of lighterage may result in shipments being confined to cargo boats only.
20. J. G. Kelway, pensioner; request for small increase in his pension.
21. Walker's wreck cookhouse; Stanley carpenters leave by the Falkland to erect it, 11th July.

No 565 per 'Frank Wilke', 1/7/20.

DIRECTOR.

1. Transmission of Mails via Transandine Railway.
2. Confirmation of Cables.
3. 'Duendes' - call at Montevideo - supplies - sugar.
4. Canning. Unsatisfactory machinery. Reports from Camp Manager and Mr Peters.  
(b) Fertilizer Plant, discouraging reports.
5. Darwin Telephone Line. Parts practically beyond repair.
6. Mrs J Robson. Government action respecting bad condition of her Farm.
7. Great Britain's Donkey Boiler.
8. 'Lafonia' undergoing repairs.
9. Walker Creek Cookhouse, shortly to be erected.
10. Labour question. Migration to Coast ceasing. Superfluity of men on Stanley Jetty gang.
11. Produce. Shipment by 'Duendes' and later estimates.
12. Bonus. Acknowledgement and thanks to Board of Directors.
14. 'Lips' - Wharfedale Report on hull.
15. 'Lansdown' - painting and slight repairs.
18. Coal - hopes of Loden, Connell & Co. suggesting their stocks.
17. (a) J.G. Poppy, Office Caretaker - Death of. Suggestion for Compassionate Allowance to Mrs Poppy.  
(b) T. Mills, New Caretaker.
16. Great Island - Valuation enclosed.
19. (a) Moorings of hulks - Examination of and relaying.  
(b) Condition of lighters.
20. (a) Coming shortage of necessaries - somewhat serious aspect.  
(b) Movements of steamers affecting the above.
21. Canning - results 1920 season.
22. 'Jumia' - arrival of. Produce taken by her.

No.564, per "Junin", 24/5/20.

P R E C I S .

1. Acknowledgement of Despatches Nos.1201/2.
2. Confirmation of Cables.
3. Stock Inspector's Report & Annual Stock Return - Enclosures.
4. "Great Britain's" Donkey Boiler. McNicoll's Report & Plan.
5. Lafonia - Letter to Colonial Office re Assessment.
6. "Plym" - Boiler tubes noted as ordered.
7. Coal - husbanding supplies - previous sales.
8. Dr R.H.Wace - Accounts.
9. Barnes, Darwin Carpenter - Agreement cancelled.
10. Darwin Letter-Book.
11. Darwin Sports Fund - Company's donation raised.
12. Errors in Despatch No.560.
13. Rams - shipped from Darwin to Lively Island - Average Adjustment and Valuation.
14. "Plym" - McNicoll's Report on hull.
15. "Samson" - painting and slight repairs.
16. Coal - hopes of Lowden, Connell & Co. augmenting their stocks.
17. (a) J.G.Poppy, Office Caretaker - Death of. Suggestion for Compassionate Allowance to Mrs Poppy.  
(b) T.Mills, New Caretaker.
18. Great Island - Valuation enclosed.
19. (a) Moorings of hulks - Examination of and relaying.  
(b) Condition of Lighters.
20. (a) Coming shortage of necessaries - somewhat serious aspect.  
(b) Movements of steamers affecting the above.
21. Canning - results 1920 season.
22. "Junin" - arrival of. Produce taken by her.



No. 563, per "Thor 1." 12th April, 1920.

P R E C I S .

1. Leave of absence - Mr Houston's departure.
2. Confirmation of Cables.
3. Great Island and Swan Island - prospect of working dubious.
4. Canning - movements of the Falkland during Sheep-lifting.
5. Shipments, possibilities per "Junia".
6. Whaling Factories. Return after successful season.
7. New Housing for the crew.
8. Movements of "Thor 1." - proposed dispatch via Valparaiso and London.
9. Mr Milward's appointment; Mr. Douglas's appointment.
10. Flagging and ranges for valley work.
11. Leave of absence - Mr Houston's arrangements.
12. Mails, proposed dispatch via Valparaiso and London.
13. Hides and Exports.
14. Mr F. J. Martin - New administrator.
15. Mr. Case - Correspondence with him.
16. Canning. Estimated numbers; Falkland lifting sheep.
17. Horses from the Coast.

No. 562. 6th April, 1920.

P R E C I S .

1. Acknowledgment of Despatches.
2. Cables confirmed.
3. Wool-sheds for Darwin and Walker Creek.
4. Mrs Sollis - question of proceeding to England.
5. Canning - faulty packing 1919 season.
6. Hides - salting and booking.
7. War Bonds ordered in excess.
8. Sanitation improvements at Darwin; Dried scrap for  
fertilizers.
9. New Houses for the Camp.
10. Movements of Steamers. Oreoma - Kenuta difficulties.
11. Mr Milward's appointment; Mr Slaughter's misapprehension.
12. Flagging and rushes for Tallow casks.
13. Leave of absence - Mr Houston's arrangements.
14. Mails. Proposed dispatch via Valparaiso and Andes.
15. Kidneys and Oxtails.
16. Mr W.F. Martin - New Administrator.
17. Dr Face. Correspondence with him.
18. Canning. Estimated numbers; "Falkland" lifting sheep.
19. Horses from the Coast.

No.561, per Southampton, 12/3/20.

P R E C I S.

1. No Despatches under acknowledgement.
2. Cables confirmed.
3. Produce Shipments.
4. Brecht Company Shipments - will discuss same with Mr Goddard.
5. Canning. Season Commenced 9th March.  
17 men leave.  
Estimate of 30,000 sheep.  
Sheep to be shipped from Speedwell,  
Bleaker, Lively and Reddell Islands.
6. Steel Lighters - overhauled.  
Iteration to Grid.
7. Mr Milward leaves for Coast. Financial arrangements with him.
8. Despatch No.559 - errors in.
9. Mendndes finish Sheep lifting. About 20,000 left Colony.
10. Good - good stock on hand.
11. Mr Woods returns per "Arco".
12. Marvin Carpenter leaves arrives.
13. Mr Wood - Mrs Wood's account.
14. Mr Milward's engagement terminated.
15. Marvin Carpenter leaves not a qualified carpenter.
16. Argentine refuse to ship goods to the Islands from Bahia Blanca.
17. Estimate of produce on hand.
18. Filling Machine - noted as shipped on "Amata".
19. Great Britain's life boat arrives at North in 24 hours.
20. Manager will sail by "Brita".
21. Acknowledgement of Despatch No 1198.
22. Canning - stoves repaired.
23. Mr Matheson.
24. Camp Manager's House.
25. "ages" question.
26. Leave for Stanley Staff.
27. Freight on sheep to Egg Harbour.
28. Garland.
29. Camp Houses.
30. Mailage.
31. Painters.
32. Marvin Records.
33. Welfare of men.
34. Increased through freights.
35. Mr Hobbs requested to forward samples.
36. Remains of Canned Meats shipped per "London".
37. Cable and January re Clients' Interest.

P R E C I S .

1. Acknowledgement of Despatch No 1197.
2. Cables confirmed.
3. Great Island.
4. Mr E.B. Goddard and family arrive 8th December '19.
5. Manager's passages booked per Orcoma.
6. New scale of wages came into force 1st January.
7. Clients to be charged Interest @ 6%.
8. West Doctor appointed.
9. P.S.N.C. sailings.
10. Canning - Light weights last season;  
Installation of new gear.
11. do. - The coming season;  
Menendez shipping more sheep than expected.
12. Creng of Lafonia.
13. Horses from the Coast.
14. Gwendolin - Insurance  
Falkland returns 27th December.
15. Mr Peters' Reports on Machinery.
16. Great Britain's Life Boat sent to North Arm.
17. Mr Creamer arrives 8th December, 1919.
18. Farm Cadets Messrs Janning and Elliot at Darwin.
19. Canning Returns Statement; 25 Bonus.
20. Filling Machine.
21. Coal - good stocks on hand.
22. Mr Creece returns per Orcoma.
23. Darwin Carpenter Barnes arrives.
24. Dr Wace - Mrs Wace's Account.
25. Mr Milward's engagement terminated.
26. Darwin Carpenter Barnes not a qualified carpenter.
27. Argentine refuse to ship goods to the Islands from  
Bahia Blanca.
28. Estimate of Produce on hand.
29. Filling Machine - noted as shipped on Kenuta.
30. Great Britain's Life Boat arrives at North Arm as  
a cutter.
31. Manager will sail by Orita.
32. Acknowledgement of Despatch No 1198.
33. Canning - stoves repaired.
34. Mr Waterson.
35. Camp Manager's House.
36. Wages question.
37. Leave for Stanley Staff.
38. Freight on sheep to Egg Harbour.
39. Garland.
40. Camp Houses.  
Ensilage.  
Painters.  
Darwin Records.  
Welfare of men.
41. Increased through Freights.
42. Mr Hobbs requested to forward samples.
43. Remainder Canned Meats shipped per Duendes.
44. Cable 2nd January re Clients' Interest.



P R E C I S .

1. Last Despatch sent per "URNIN".
2. Cables confirmed.
3. Pages question.
4. s.s. Falkland revised freights.
5. £50. gratuity to Rumores at Goose Green.
6. G. D. Steuben, travelling teacher, agreement terminates, leaves for Coast.
7. Hides. Bad condition of those remaining in Stanley.
8. Wool and skin shipments 1919.
9. Produce for Buendes depends upon Falkland's arrival.
10. Assessment of Lafonia & Islands.
11. s.s. Falkland revised freights.
12. s.s. Falkland to undock on the 15th instant.

P R E C I S.

1. Science Hedges Despatches Nos. 1195/6.
2. Cables confirmed.
3. Arrival of Messrs T.G. & H.J. Slaughter and Milward.
4. Polish Monarch - loading produce.
5. Darning Works - suggestions for improved sanitation.
6. Owen dolin - will probably require to be run on account of long absence of Falkland.
7. Weather during and since lambing bad.  
Camp Houses.
8. P.S.N. O. service to the Islands.
9. Canned Mutton - reduced output.  
Coal for Goose Green.
10. Menendez - no farther news of sheep lifting.
11. Filling Machine.
12. Great Island.
13. Financial position unaltered.
14. Seat on Legislative Council accepted by H.C. Harding.
15. Brecht Company - Canning Material.
16. LaFonia acreage.
16. Hides - shipment of.
17. Mr. Milward - agreement to be sent out.
18. Tallow casks.

P R E C I S .

1. Despatch No.555.sent per "Sorata".
2. Cables exchanged confirmed.
3. Whole question of cost of living - proposed new rates of  
Pages.
4. Sheep contracts for coming season.
5. 25% Canning Bonus granted.
6. No steamer fixed to lift produce after "Kenuta".
7. "Garland" to be brought to Stanley.
8. Produce congestion in Stanley.
9. Coal.
10. George Thompson, pensioner - death of.
11. Legislative Council - seat will be accepted if again offered.
12. Peters to reside at Goose Green.  
Electric Gear shortages not reported.  
Electric Lighting.
13. Mr.Weiss - his visit to the Coast. Question of Brecht's drafts
14. Arrival of "Kenuta" - 15th September.
15. Mr.Oswald - re termination of his agreement.
16. Rams landed ex "Potosi".
17. Hides shipped per "Potosi" - bad condition on arrival.
18. A.M.Pitaluga - codicil received.
19. Oppenheimer Casing Company. Agreement with Brecht Company.
20. Filling Machine for Goose Green.
21. Mrs Herklots & Miss Miller arrive per "Kenuta".  
Chadwick, Weir & Co asked to arrange Mr.Slaughter's  
passage.
22. Lieut.Col.St.Johnston arrives per "Kenuta".
23. Tinplates 19 x 19 for extract cans.Cancelling indent in  
first cable.
24. Electric Gear - B.A. indent.
25. Great Island - awaiting Mr.Slaughter's recommendation.
26. Canning Works - drainage problem - additional water supply.
27. Stanley-Darwin Telephone - suggestions re.
28. New Doctor required for West Falklands.
29. "Kenuta" lifting 2,000 bales and 6,000 cases meats.
30. "Falkland" for Montevideo - great number of passengers.
31. s.s. "Junin" will lift produce next month.

P R E C I S .

1. Acknowledges Despatch No.1192.
2. Cables confirmed.
3. Norman Adam - No vacancy.
4. s.s. Falkland - revision of freight rates.
5. Sheep contracts. Can making for next season.
6. Mr. Weiss - his conduct.
7. Financial position. Acknowledges £2000 in B/E Notes.
8. Lafonia and adjacent Islands - acreage of.
9. Swan Islands.
10. "Lady Elizabeth". Damage to.
11. Calcutta bagging. Sample forwarded.
12. Canning materials - coal the main question.
13. T.G. Slaughter appointed Camp Manager.
14. Bentley Code to hand.
15. T.G.Slaughter's agreement.
16. Mr.Oswald - regrets position which arose on his arrival in England.
17. Brecht Company. - drawings on London Office  
Machinery purchased from  
question of commission.
18. P.Mills - Granted Gratuities of £200 in Stanley & £100 in London.
19. Employees returning on leave.
20. My visit to Darwin. Sorata arrives sooner than expected.  
Waterson's agreement terminated.  
Camp Manager's House.
21. Sheep contracts - your cable. Probably 40,000 sheep for next season.
22. s.s. "Sorata" - only takes 150 tons canned meats.
23. s.s. Falkland brings 6827 C/s to Stanley.  
Extract shipped per "Sorata".



1. to mail under acknowledgement.
2. Telegrams confirmed. Deferred messages allowed. cable break down
3. Shipment of produce not approved by Home Government. mention of call of Kurata & Kurata at Montevideo. reduce awaiting shipment.
4. Pending produce 1919. Figures disappointing. funds for next season. coal. No shortage in water supply. supplies for next season. Breakdown of filling machine.
5. Economy in Stanley Office.
6. Agreement terminated from 26th May, 1919. same arrangements made pending arrival of New Camp Manager.
7. Great Island. suggested working by Company during next season. Inventory taken.
8. Total rats. 1 dies, others land at Goose Green.
9. 15th June 1918. appreciation expressed.
10. Freight per Kurata from Montevideo to be £5.10/- proposed £5 rate for Falkland
11. Confirmation of wool and skins by Governor. 1st June arrivals included.
12. Laferla - repairs to
13. Current Britain do produce congestion.
14. Bank Notes - non-acceptance by Government, £1,000 cash obtained from Government.
15. G.J. Helton resigns seat on Legislative Council. by refusal of vacant seat.
16. Proposed Land Tax Memorial on West Falklands.
17. 1st Martine arrives from Punta Arenas. with 135,000 ft wood. Heavy loss in horses
18. Samples of 13th & 17th received.
19. Samples of tanning produce sent by Parcel Post.
20. Shipment of tea from U.K. Commodities ordered from Monte.
21. Brecht Company's Draft No. 549. - re payment of.
22. Filling Machine for Goose Green.
23. Brecht Company's Draft - documents delivered to Messrs Maclean & Stapledon.
24. Purchase price of land.
25. Proposed Memorial for 1919 - 1920.

INDEX.

1. Last Despatch sent per Thor 1 17th March.
2. Cables confirmed.
3. Delay in Governor's confirmation of wool & skins on hand explained.  
Congestion in Stanley.
4. S.S. Inca - loading & discharge of.
5. Canning - reports still satisfactory.  
Smithy boiler reduces coal consumption.  
diseases Willis' departure and proposed return.
6. Office and Post Store building being cement-floored.
7. Babcock & Wilcox boiler.
8. Bad steamer communication with the Falklands.
9. Brecht Company and Weiss' purchases.  
Skin drying-shed heating arrangements.
10. Canning - organization ahead of last year.  
feared necessary importation of Coast labour for next year.
11. Mr. Evans' grazing charges.
12. £3,000 Bank Notes - financial position improved.
13. Transport Company's contract with the Government.  
S.S. Falkland - class lasts till December next; tail shaft to be drawn.
14. Proposed porch for Manager's house.
15. Calcutta Bagging - needed stitching.
16. Tinsmith.
17. Loss on Santa Anna trip of S.S. Falkland - compromise arrived at.
18. Graduated Land Tax - comparison of farmers and whaling companies' taxes on present price of wool & oil.
19. Great Island - cutter worth £800.
20. Proposed trip to Darwin & Goose Green - materials for next season's canning.
21. Estate L. Williams - 100 squared.
22. Norman Adam - approaches local Government.
23. Gwendolin & Lafonia.
24. Purchase price of land.
25. Proposed Memorial for P.L. battle - committee formed.

(continued).

continued.

- 26. Weight of canned meats per vessel.
- 27. Inc. leaves - quantity of produce shipped.
- 28. Mr. Gould and Mills with for England.
- 29. Confirmation of oil and skins figures by Mr. Gould.
- 30. Stamps collected from land. Some with names and codes.
- 31. Monthly settlements with tubery and government.

MEMORANDUM

21.10.1910

1. Last despatch, No 550, sent per 1000 1000 1000 1000
2. Value confirmed, amount on account
3. Delay in lifting wool, due to lack of labour
4. Wool - 1000 1000 1000 1000
5. Mr. Tomson's Report
6. Mr. Weiss's agreement to pay balance of his account with draft on

Commonwealth Bank of Australia for £100,000

2 a.s. 1000 1000 1000 1000

Short notice in which to be made

8. J. J. Lichtenberg's death in Stanley

9. Amount - 1000 1000 1000 1000

10. £8,000 called in part of 1000 1000 1000 1000

11. Land Tax - 1000 1000 1000 1000

12. 1000 1000 1000 1000

13. 1000 1000 1000 1000

14. 1000 1000 1000 1000

15. 1000 1000 1000 1000

16. 1000 1000 1000 1000

17. 1000 1000 1000 1000

18. 1000 1000 1000 1000

19. 1000 1000 1000 1000

20. 1000 1000 1000 1000

21. 1000 1000 1000 1000

22. 1000 1000 1000 1000



551 per Potosi , 27/ 2/19.

ENCLOSURES

ORIGINALS

- 1 Supplimentary Statement on account.
- 2 Store Indents, No. 541.
- 3 Mr. Townson's Report.
- 4 Mr. Weiss's agreement to pay balance of his account, with draft on  
Commonwealth Bank of Australia for £192.19.10.
- 5 s.s. Potosi . certificate for one bale of wool J.R. lost overboard.

P R E C I S .

1. Last Despatch, No 550, sent per H.M.S. "Bristol", 8th Jan.
2. Cables confirmed.
3. Delay in lifting wool explained.  
Produce settlement with Government postponed.
4. Coal - stock on hand & in transit.
5. Norman Adam - question of Salary.
6. s.s. "Falkland" - revision of freights.
7. Canning - increased pay for hands.  
15,000 sheep expected from West.  
Contract forms.  
25% Bonus for last season.  
Stickney Bros & Baillon & Stickney not sending sheep this season.  
Short weights in last season's Cans.  
Erection of skin drying shed.  
60,000 cans already made.  
Weiss - his conduct since return from Coast.
8. J.B. Luchtenborg's death in Stanley.
9. Annual accounts - to be sent next opportunity.  
Stock to be written down.
10. £3,000 cabled in part payment of Land Tax.
11. Land Tax.- question of payment to be made by Island Farms...  
Our claim to Great & North Swan Island questioned.  
Memorial to Secretary of State.
12. s.s. "Potosi" - arrival of  
delays to homeward mails.
13. Goose Green stove - non-arrival of.
14. Canning - Season commenced,  
prospects of  
difficulty in obtaining hands  
50,000 sheep available.
15. Boxboards - arrived per "Potosi"
16. Congestion of produce in Stanley.  
"Potosi" not lifting as much as expected.  
Company's wool arrives in Stanley somewhat wet.
17. Falkland Islands Battle Memorial - suggested erection.
18. Compensation for Canning sheep last season.
19. Canning Machinery.
20. Mills - leaving the Colony after the Canning Season.
21. Canning Works - question of better site  
separate Company to be formed.
22. Skin drying system.

Precis (continued)

23. "Lady Elizabeth" - question of fitting her out.
24. Speedwell Island - visits of s.s. Falkland.
25. Dr. Face - his salary paid up to June 30th.
26. Norman Adam - suggested employment at Goose Green.
27. Tranquilidad house - burning off. Question of compensation to Finlayson.
28. William Coutts - Pension of £41.
29. Sheep for Canning - fewer Company's Sheep to be killed before other flocks come along.  
More complete statement of sheep killed to be furnished this year.  
Contract forms to be signed next year.
30. P.S.N.C. - question of lapse of and new Contract.
31. Bagging from Calcutta - inferior quality.
32. Weiss - salary stopped from Nov 30th on account of his conduct.
33. Rams per "Potosi" arrive in bad condition. 2 die at Glasgow.
- Mr. Norman Adam - suggested employment at Goose Green.
11. "Gwendolyn" and "Atonia" - repairs to.
12. Cargo to be lifted by "Potosi" disappointing.
13. Freight Company to draw on London Office.
14. Falkland returned from Montevideo.  
Certificates only for 6 months.  
Freight charged excessive.  
Timber and Posts brought down.  
Future movements.
15. Calcutta repairs.  
Mr. Green - assistance with passages.  
Mrs. T. Robson - £50 to be paid shortly.

No. 550 per H.M.S. Bristol. 8/1/19.

P R E C I S .

1. Despatch leaving by H.M.S. Bristol.
2. Cables exchanged confirmed.
3. Mr. Weiss - resignation accepted. His conduct, report enclosed.
4. attempt to cancel some of his purchases. describes use of sundry purchases made by him.
5. Mr Weiss changes Bolivian tin to Japan tin.
6. Tallow casks.
7. Preserving expert necessary for Goose Green.
8. Hands for Canning - regrettable loss of men from Darwin and Goose Green.  
40,000 sheep estimate.
9. Graduated Land Tax. - Letter to Farmers.  
Protest against Lafonia being assessed at 700,000 acres.  
method of payment of Tax.
10. Dr. Wace's credit balance.  
Mr. Norman - dam - suggested employment of.
11. "Gwendolin and Lafonia" - repairs to.
12. Cargo to be lifted by "Potosi" disappointing.
13. Brecht Company to draw on London Office.
14. "Falkland" returned from Montevideo.  
Certificate only for 6 months.  
Freight charged excessive.  
Timber and Posts brought down.  
Future movements.
15. Calcutta Bagging.  
Mr. Creece - assistance with passages.  
Mrs. T. Robson - £50 to be cabled shortly.



P R E C I S .

1. Acknowledges Despatch No. 1189 per "Corcovado".
2. Confirms cables exchanged.
3. Land Tax. Bill passed at short notice.  
Schedule opposed by Unofficial Members.  
Company to pay 1d per acre.  
Taxation doubled.
4. Mr. Jas. Smith, Great Island. - relinquishing his lease of the Islands.
5. Mr. Weiss. - Report from B.A.  
Proposed drying shed.  
Electrical plant.  
Tin & lead.  
His application for increase in Salary.
6. Canning. - Contract Forms sent out.  
400 tons Coal at Goose Green.  
Smithy boiler do.
7. "Corcovado" - expects to lift 1500 and some meats only.
8. Jetty Gang. - attempted strike. Increase of 3/- p.w. War allowance.
9. Pilferage. - Question of insurance against.
10. Government advance of 80% against Wool.
11. Dr. Huce & Family. - Copy of his A/C enclosed.
12. Wire and wire netting.
13. Boxboards on board at Cottenburg.
14. Tinplates for 1920.
15. Shipment of sheep from West last year. Farmers views.
16. Messrs Niller & Evans -- fees to be paid them.
17. Mills to report on points raised in correspondence with Babcock & Wilcox.
18. L. Williams Estate - £1,000 not paid by Mrs. Williams.
19. Tallow casks to be supplied from England.
20. Drying shed to be erected as soon as possible.

Precis.

1. Confirms Despatch sent per Potosi.
2. Cables confirmed.
3. Government Advance on Wool and Skins. Quantities on hand cabled and Governor confirming.
4. Smithy boiler to go to Goose Green.
5. Kenuta and Corevado to lift 1550 and 1000 tons space respectively. Three monthly service from home arranged.
6. Tin, lead, copper and salt to be shipped by Brecht Co.
7. Boxboards. - Brecht Company's price higher than for the 10,000 boxes already placed.
8. Weiss suggests drying skins at Goose Green. Question of building and material for the purpose.
9. Renewal of Sheep Contracts. Some West farmers threaten to boil down.
10. Maclean & Stapledon, Montevideo, 2½% Commission arranged instead of 5% hitherto.
11. Finance - Interest @ 5% over the Monthly £1000 and Commission @ 1½% on remittances to be charged by the Government.
12. Falkland to go to Montevideo. Question of homeward cargo. Cost of wood very high.
13. Manager's House - repairs to. Conservatory beyond repair. Governors assistance for 300 brls Repairs to lighters. (Cement.)
14. The late W.S Williams's Will. - new procedure adopted in regard to valuation.
15. Arrival of Kenuta on 5th October bringing Despatched Nos. 1187 & 1188.
16. Boxboards for next season.
17. 100,000 yards Jute Bagging already shipped. Woolpacks. Question of Stitching.
18. £12 Freight from Montevideo
19. Solder Expert tinsmith for Canning Works.
20. Mr. Towron & Mr. Weiss.
21. 50,000 sheep for the Canning as many as can be conveniently handled.

Precis. (continued).

22. Prices for Extract and Canned Mutton.
23. Delay of the "Falkland" at Punta Arenas.
24. Dr. Wace - passage to England. His account in Stanley  
3. Boarding passage of Mrs. Wace and daughter.
25. Dr. Herklots - his arrival.
26. 80% of pro forma value of wool to be advanced by Govt.  
Governor has cabled confirmation.
27. Yacht "Iona" and two boats safely landed.
28. Establishment of credit abroad, forms for.
29. Payment against wool and skins lost at sea. Weight of  
7. Goose Bay bales to be increased
30. 2 bulls for Company ex "Potosi" safely landed at Darwin  
8. Cool Bay and 1 for Hill Cove now on route.
31. Finance - interest charged on Savings Bank deposits.
32. "Kenuta" will probably lift 2000 bales and 2000 cases.
33. Future cable for permission to fill up "Falkland" with  
13. Late Mr. meats and tallow for England when she sails for  
Monte Video.
14. Use of Government ship for Teal and Seal.  
Lady Elizabeth and 5000 Seal.
15. Camels - Allowance of 4 s. per sheep.
16. "Falkland" - regular mail calls irrespective of arrival  
of Mail Steamers.
17. "Potosi" - arrival at.
18. Cargo from Montevideo - inspection.
19. Canning - noneva - 1000 lbs. of seal blubber and 1000 lbs. of seal  
arrived.
20. Re-exports from Falkland Islands.
21. Dr. Wace & Family - departure at a salary to 30th June.
22. Dr. Herklots.
23. Coal for Captain's Yacht.
24. Propane per "Kenuta".
25. Stanley-Darwin telegraph - Government cable recommended.
26. Cash - 1000/00.

P R E C I S .

1. Last Despatch left per M/s "Falstria", 8th July.
2. Cables confirmed.
3. Boxboards for next season - some made in Stanley.
4. Solder - quotations from Brecht Co and Maclean & Stapledon
5. Sheeplifting 1917/18 - question of compensation to West  
Farmers - Drivers - Mr. Evans' grazing claim, going  
to boil down next year. Erection of Wireless at  
Fox Bay.
6. Goose Green Machinery.
7. Goose Green Dams.
8. Goose Green Skins brought to Stanley to relieve congestion
9. Wool bands - Priority applications for 7 tons left per  
"Falstria".
10. Bonus 1917. - appreciation of, £500 for my credit.
11. Mr. R.S. Felton - remittance of £1000 to Cape Town.
12. Supplies of Provisions & Stores obtained from Montevideo.
13. Late Mrs. E.P. Greenshields' Will proved - question of fin-  
ancial settlement with Government. Late George  
Greenshields.
14. Use of Government slip for "Teal" and "Swan".  
"Lady Elizabeth" and "J.P. Smith".
15. Canning - Allowance of 4 oz per sheep.
16. "Falkland" - regular West calls irrespective of arrivals  
of Mail Steamers.
17. "Potosi" - arrival of.
18. Cargo from Montevideo - insurance.
19. Canning - season's results, local labour, 920 boxes tinplate  
arrived.
20. Re-exports from United Kingdom.
21. Dr. Wace & Family - departure of - salary to 30th June.
22. Dr. Herklotts.
23. Coal for Canning Works.
24. Produce per "Potosi".
25. Stanley-Darwin Telephone - Government share purchased.
26. Cash - scarcity of.

(continued)



P R E C I S. (continued.)

27. Woolpacks and Twine from Montevideo.
28. Blind Island.
29. Rams - unsuitable for Canning.
30. G.I. Turner's appointment confirmed.
31. Stud animals per Potosi last voyage.
32. Accounts for 1917.
33. Camp War Allowance to be increased.
34. Captain Johnsen.
35. Retention of fees by myself.
36. Late Russell Buckworth - agreeing to act for.
37. Admiralty Workmen - claim settled.
38. Doctor's House at Darwin.
39. "Cardiff Hall" Wool - discrepancies.
40. Steamers to come direct in future.
41. Bulls per "Potosi".
42. A/C COMPANY'S SHIPPING.  
credit of £1,000 from Government.

P R E C I S

1. Last Despatch left per s.s. Coreovado.
2. Telegrams exchanged confirmed.
3. Priority certificates forwarded herewith.
4. Mr. Foxboards for next season.
5. Holder for next season - trying to obtain from Coast.
6. Tinplates for next season - sufficient here and in Monte Video for 140,000 cans.
7. Probitas - Miss Henrietta Baillon.
8. Boiler for George W.S. Williams.
9. Coal as usual, 10 tons and 10 tons.
10. Tallow - Mrs. M. Greenfields.
11. Captain Thomas - Mr. George Greenfields.
12. Supplies of interior - Mr. George Greenfields.
13. Cammin 1918 - Details of outturn etc.
14. Cable re sheep contracts and New Capping Machine required.
15. Life Policies for 1918 - Farmers still dissatisfied.
16. M/S "Palstria" - leaving with mail to-morrow.

Credit of £1,000 sufficient.

No. 545, per Corcovado. 6/5/18.

No. 544, per Orono. 12/1/18.

Precis.

1. Last Despatch still at Post Office. "Bombay" & "Oron" delayed in Stanley.
2. Strandings of the "Falkland". My visit to Lively on whale catcher to inspect her position there. Captain Johnsen unsuitable. Captain Thomas accepts temporary command. Sheep still to be shipped across from West.
3. Canning - Difficulties experienced this season. Sheep canned to date and estimate. Boiling down estimate. F.I. labour compared with Chilean. Suggest Mr. Weiss should go to Coast.
4. Arrival of "Corcovado" - Repairs to steering gear effected 1,200 to 1,500 bales to be lifted.
5. Mr. Townson reports 72 H & B sheep smothered.
6. Tinplates - Insurance while at Monte Video. Probably unable to re-sell. Last shipment in bad condition according to Mr. Weiss.
7. Goose Green Coal.
8. "Cardiff Hall" shipment - hope to receive final settlement.
9. My Despatch 538 altered to 538a noted. Potosi mails not transhipped to Orono.
10. Improved prices for light weight sheep.
11. "Bertha" - nothing further heard from Government.
12. Prospects of obtaining Camp Doctor. Dr. Race gets through his operation.
13. Boiler for Goose Green and purchase of minor machinery.
14. Coal ex Inca, Potosi and Orita.
15. Tallow - paraffin casks never used.
16. Captain Thomas - indispensable at present.
17. Supplies of materials - difficulty in obtaining. Governor recommends Priority Certificate for 30,000 yards Bagging.
18. Flour and Sugar imported by Governor - compares prices.
19. Cable re sheep contracts and Dr. Race acknowledged. Samson leaves to assist "Falkland".
20. Life Policies for W.S. and D.C.S. Williams enclosed.

No. 544. per "Ora 11". 19/4/18.

P R E C I S .

P R E C I S .

1. Acknowledges Despatches Nos. 1183/4.
2. Cables confirmed.
3. Visit of one of Brecht Company's managers, discusses future business relations.
4. Tinplates - Required quantity not to hand. Suggests from U.S.A. selling those left at Monte Video.
5. Sheeplifting - 14,000 odd already shipped.
6. "Falkland" - Governor objects to her movements. Question of his wishing to repudiate the contract.
7. Coal to Goose Green. - "Samson" & "Fleetwing" project abandoned, "Gwendolin" fitted up, sails and returns.
8. Tinplates. - purchased from Brecht Company.
9. My proposed visit to Darwin.
10. Extra Mail - Unable to reply to Despatches Nos. 1183/4.



No. 542 per "Orita". 1/3/18.

P R E C I S .

1. Despatch No. 541 sent per s.s. "Ooma" on 24th ultimo.
  2. "Orita" due this day - will attempt to get balance documents away.
  3. "Falkland" - trip to Punta Arenas.  
     delay caused by Captain Johnsen.  
     tinplates and stores brought over.
  4. Tinplates. - original order left New York. Must receive them here by May to be of use.
  5. Boxboards - unobtainable at Punta Arenas.
- Bagging - 30,000 yards for next season.  
 Governor sent particulars by "Ooma" to Secretary of State.

P R E C I S .

1. Confirms Despatch No. 540 and exchange of cables.
2. Tinplates from U.S.A.
3. "Falkland" left for Punta Arenas to fetch tinplates purchased there and at B/A. Number of sheep canned to date.
4. Explains early commencement of canning.
5. Splendid gang of men collected for G.G. - partial treatment of casings - peculiar epidemic in the camp and at G.G. - cookhouse food free for hands working at Factory.
6. "Falkland" - delayed departure for Punta Arenas - Subsidy to be deducted - Mr. Creece goes across to obtain suitable stores.
7. Sheeplifting from West Falkland postponed until 1st April. My visit to West in connection therewith.
8. Boxboards unobtainable in Punta Arenas.
9. Busk & Daniels - reliable American firm.
10. "Great Britain" - repairs to - Yard to be retained.
11. Governor's support obtained to application for Bagging.
12. "Falkland's" safe arrival at Punta Arenas.
13. Wool and Skins ready for shipment - movement of "Falkland" upon return.
14. Canning - 15,000 sheep already killed.
15. My Consular appointments - Italy and Norway.
16. Mr. Clark, Speedwell - your cable message forwarded.
17. s.s. "OOMA" - charge for launch "Plym".
18. Awaiting A/C current to 31st Dec; before closing annual accounts. Store profit over £12,000.
19. Tinplates - Governor cables British Minister at B/A to intervene on our behalf.
- 20.. Mr. Mills - visit to Goose Green. His comparison of Falkland Island and Chilean labourers. Non-treatment of blood but "scrap" carted and spread.

INDEX

1. Introduction & General Remarks
2. Definitions
3. History of the Project
4. Objectives
5. Methodology
6. Results
7. Discussion
8. Conclusions
9. Acknowledgments
10. References
11. Appendix
12. Glossary
13. List of Figures
14. List of Tables
15. List of Abbreviations
16. List of Symbols
17. List of Equations
18. List of References
19. List of Figures
20. List of Tables
21. List of Abbreviations
22. List of Symbols
23. List of Equations
24. List of References
25. List of Figures
26. List of Tables
27. List of Abbreviations
28. List of Symbols
29. List of Equations
30. List of References
31. List of Figures
32. List of Tables
33. List of Abbreviations
34. List of Symbols

Details of subjects.

P R E C I S .

1. "Orita" due on 28th inst.
2. Confirms Despatches No. 538. Refers to missing "Orita" cover.
3. Confirms cables exchanged.
4. Re advanced prices to be paid for sheep for canning and the subject of labour.
5. Discusses tinplates.
6. Difficulties in connection with the life of West Falkland sheep. Explains probable arrangements.
7. Reports shortage of boxboards.
8. Re Casings.
9. Falkland will go to Punta Arenas for tinplates etc.
10. Dr. Wace.
11. Coal.
12. Question opened about shipment of produce.
13. The ship "Claverdon".
14. Government desirous of disposing of their share of the Stanley-Darwin Telephone line asks for instructions.
15. The Government and Company's cheques.
16. Reports work done to floating property.
17. the painting of the Smithy, Carpenters' shop etc.
18. Langdon & Greenshields supplying men for Goose Green.
19. Reports receipt of cable from P.S.N.C. Valparaiso advising that the "Potosi" and "Dorovado" are to lift Wool and Skins.
20. Remarks on this year's wool clip etc.



Precis of Subjects.

1. "Orita" due on 26th instant.
2. My visit to Darwin Harbour. Goose Green skins brought to Stanley.
3. Re Dr. Wace.
4. The hulk "Garland" examined by Captains Thomas & Shannon.
5. Coal on hulk "Vicar of Bray".
6. Remarks on Canning Works.
7. Reports Governor supports application for tinplates and solder also that he has cabled home particulars of estimated arrivals of wool and meats. Discussion with Governor about "Balkland" going to Coast in February.
8. Reports purchase of flour from Monte Video through the Government.
9. Re Goose Green Indents for 1919.
10. Guarantees for shipment of Ships' materials sent by Mr. Hobbs via Monte Video.
11. The bringing of hulk "Garland" to Stanley.
12. Reports completion of wood-work for Goose Green.
13. Reported new line of steamers between Stanley and the River Plate.
14. Reports progress repairs to Stanley buildings.
15. Re Meddell Island Station.
16. Re Coal.
17. Wool valuations sent to local farmers.
18. Advises that weights, sheeps and statements for sheep killed at Goose Green have all been sent.
19. Re Canning Account.

P. R. E. C. I. S.

1. Acknowledges Despatch No. 1120.
2. Confirms cables exchanged.
3. Sale of 1917/8 Wool Clip to Imperial Government.  
Reports assent of local farmers obtained.
4. Tin and lead for solder for Canning Works obtained.
5. Application for a priority certificate for tinplates referred to Governor here.
6. Cost of tinplates bought through Brecht Company.
7. Confirms cable recommending shipment 20 First Class Rams for Darwin.
8. Re sheep for Goose Green etc.
9. Reports purchase of sugar from R.M.S.F. Coy, Rio.
10. Re future calls of P.S.N.C. steamers at Stanley.
11. Reports progress of work to floating property.
12. " Seizure of wreck "Bertha" by Government.
13. " Ash boat being sent to Darwin.
14. " Purchase barrels and shocks from Port Howard.
15. Mr. Townson and Mr. Weiss and Dr. Wace.
16. Method of cabling profits for 1917.
17. The bringing of hulk "Garland" to Stanley.
18. Reports completion of wood-work for Goose Green Cook-house.
19. Reported new line of steamers between Punta Arenas, Stanley and the River Plate.
20. Reports progress repairs to Stanley buildings.
21. Re Weddell Island Station.
22. Re Coal.
23. Wool valuations sent to local farmers.
24. Advises that weights-sheets and statements for sheep killed at Goose Green have all been sent.
25. Re Canning Account.

537 per Ortega (20/9/17)

PRECIS OF SUBJECTS.

- 1 Confirms despatch per H.M.S. "Glasgow".
- 2 Confirms Cablegrams.
- 3 s.s. "Cardiff Hall". Reports departure of with all produce on hand.
- 4 Buildings. Sends further report on.
- 5 Goose Green Settlement. Sends plan of.
- 6 Sundry Ships Stores. Sending to Punta Arenas for sale.
- 7 Wreck "Bertha". Discusses.
- 8 Acceptance by Government of our cheques. Discusses the question of guarantee asked for by Government.
- 9 Rams for Goose Green. Ackgs. cable reporting shipment of per Potosi.
- Solder for Canning. Will try to obtain supply from Buenos Aires.





No. 534, per "Orita" 20th/7/17.

Despatch No. 533 per "Orita" - June 4th, 1917.

PRECIS OF SUBJECTS.

1. Acknowledges Despatch No. 1177.
2. Confirms cables.
3. Appreciation of granting of Bonus.
4. Government buying all unshipped wool - Cardiff Hall to lift all produce.
5. RE appraisement. Wool to be consigned to Director of Army Contracts. Bills of Lading. Loading of Cardiff Hall.
6. Cancellation of space reserved for meats on "Orita".
7. San Carlos tinplates - supplies ordered for next season from the Brecht Company, B/A. Boxboards taken over from San Carlos, and indent already sent cancelled.
8. Confirming \$4000 advised due Bertrand's Estate.
9. RE sheep and labour for next season's Canning.
10. The Government and our cheques.
11. Re coal stocks.
12. Cutter "Gleam" still undergoing repairs.
13. Redmond and Goose Green machinery.
14. Re, coal from the Brynkinalt pit.
15. Mr Weiss' application for special gratuity. His proposed visit to the Coast at present re. treatment of refuse etc. not recommended.
16. Correspondence with Dr Wace.
17. Encloses report from Nicholls on Goose Green cookhouse.  
His suggestions to be given effect to.
18. Offer of \$8000 for "Lady Elizabeth". "Samson" used for landing cargo.
19. The "Falkland" and the lifting of Pebble Island wool.
21. Lamb loss statistics - farmers see difficulties.

enclosed.

18. Note taken of Board's instructions as to Stock Inspector

19. Acknowledges cable asking for summary of Goose Green produce for season 1916/17.

Despatch No. 533 per "ORTEGA" - June 4th, 1917.

PRECIS OF SUBJECTS,

1. Acknowledges despatch No. 1175.
2. Labourers wages - Government's decision
3. Produce on hand - "Ortega" not to lift cargo.
4. Government & Chilian labourers.
5. Government & Mr Weiss
6. Re-mooring of "Great Britain" started.
7. Cutter "Gleam" in our hands for overhaul.
8. Loss of cutter "Magallanes" reported.
9. Re-shipment of flour etc. from Montevideo.
10. Reports McRae junior acting manager of Weddell Island Station.
11. Tinplates - reports inspection of San Carlos tinplates by Mr Weiss, and that supplies can be obtained through the International Importing Co.,
12. "Lady Elizabeth" timber - reports stoppage of sales.
13. Confirms cable about War Risk insurance from M.V. <sup>is</sup>
14. Reports that coal for Naval Wireless Station not required.
15. Armed liner "Orotava" in port.
16. Credit for freight on timber from P.A. per "Falkland" already given.
17. Lively Island lease in hands of Registrar and to be enclosed.
18. Note taken of Board's instructions as to Stock Inspector
19. Acknowledges cable asking for summary of Goose Green produce for season 1916/17.

532 per Potosi (12.5.17)

PRECIS OF SUBJECTS.

1. Acknowledges No despatch to acknowledge.
2. Proposed War Bonds to Labourers. Discusses.
3. "Lady Elizabeth". Fail to discover any damage to bottom.
4. "Garland". Suggests bringing back to Stanley.
5. Mr Houston's visit to Darwin. Discusses M.A. cockhouse.
6. G.G. and Darwin Cockhouses. Reports condition of Canning Factory. Discusses water supply. Jetty nearly completed.
7. Chilean Labourers. Will probably return per "Potosi".
8. Mr. Wace's agreement. Alteration to.
9. Canning. Confirms cable for templates for next season.
10. Space for homeward produce. No information from Valparaiso yet.
11. Supplies from Chile. Difficulty of obtaining by P.M. boats.
12. "Great Britain". Reports pumps in order.
13. Acknowledges receipt of P/atty from Directors.
14. Shipments from Montevideo. Discusses rate of war risk insurance; proposes other arrangement.
15. Report on Company's Buildings. Sends.

531 per "ORITA" 14-4-17

PRECIS OF SUBJECTS.

1. Acknowledges despatches Nos. 1174 & 1175.
2. Confirms cables.
3. Shipment by "Orita".
4. Re. sale of "Lady Elizabeth" and her condition.
5. Coal sent to Goose Green; also quantity to be lent for use at the Admiralty Wireless Station.
6. Reports satisfactory progress at Goose Green.
7. Dr. Wace's agreement.
8. Appointment of Moir as junior clerk.
9. Discount on fares from P.S.N.C.
10. Re. Agencies and Consulates.
11. Advises that schedule with valuation of property will be made up at an early date.
12. Mr. Moir's salary.
14. Reports arrival of Captain Johnsen.
15. Board's decision as to Allan's passages.
16. Re. commodities.
- 16A. Encloses copy of letter from R.M.S.P.C. and nationality form.
17. Report on machinery by Mills.
18. Offer of canning material from Cameron.
19. Condition of barrels staves recently received.
20. Re. Canning returns.
21. Mr. Harding's departure.



Despatch No. 530, per "Herald" 14th March, 1917.

Precis of Subjects.

PRECIS OF SUBJECTS.

1. Records and acknowledgments despatches.
2. Re Mr. Houston's Power of Attorney.
3. Station for Hill Cove. Safety Island.
4. Mr. Houston's appreciation of Mr. Harding's help and assistance.
5. Coal for Goose Green Boiler - "Hess" quality wanted.
6. Goose Green Boiler - explaining why.
7. Stock sheep.
8. Enclosed letter from Mr. Wales.
9. Goose Green fresh water. Solution of problem.
10. Shipping of sheep from Fox Bay. No need to send sheep.
11. Reports satisfactory progress of earning of C.C.
12. Homeward progress. P.M.C. have sent mail to Port.
13. Method of packing Chilled Lamb chops.
14. Goose Green sheep sent to Hill Cove.
15. H.M.S. "Lancaster" - Reports non-arrival of "Falkland" at Ege Harbour on 9th instant.
16. Mr. Allan. Attempt made to reach Hill Cove by boat.
17. Foodstuffs. "Levy Elizabeth" successfully brought alongside East.
18. Shipping of sheep from Fox Bay. Also telegrams to Hill Cove.
19. Homeward progress. Sheep received in U.K.
20. Management of Company's business. Handled by Mr. Houston & Co.

Despatch 529 per Ortega - February 28th, 1917,

Precis of Subjects,  
=====

1. Records and acknowledges despatches.
2. Stallion for Hill Cove, Safely landed.
3. Beri-beri, Replies to remarks.
4. Goose Green Jetty, Work proceeding.
5. Goose Green boiler steam, Explains why condensing impracticable
6. Stock sheets, Separate returns for EAST and WEST stores sent
7. Goose Green fresh water, Solution of soda will be used for boiler.
8. Shipping of sheep from Fox Bay, No need to lengthen Jetty.
9. Sheep supplied by Mr Felton in 1916, As to price of,
10. Homeward produce, PSNC have done well so far.
12. Goose Green scrap etc, As to utilisation of, Memorandum sent.
12. H.M.S "Lancaster", Departure of,
13. Mr Allan, Attempt made to reach him by cable unsuccessful.
14. Foodstuffs, Steps taken to obtain from South America.
15. Shipping of sheep from Fox Bay, Asks telegram abandoning
16. Homeward produce, Space reserved in Orita,
17. Management of Company's business, Handed to Mr Houston Feb 28,

125 per Orissa - 20.1.17.

Despatch No 527. per "Orissa" - 2nd February, 1917.

- PRECIS OF SUBJECTS.
1. Records despatch per
  2. Missing despatch 1170, reports arrival by Orissa.
  3. Falkland. Reports fitting of spare propeller.
  4. Profit 1916. Reports how will be called.
  5. P. Mills. Rep 2.15 Wool Shipments. Space reserved in "Magellan".
  6. Corcovado. Reports arrival and progress.
  7. Orissa. Reports arrival.
  8. Orissa. Reports 4.15 Manning - Chilians arriving per "Orissa".
  5. Mail - outward and homeward boats arriving together.

526 per Oronsa - 20.1.17.

Despatch No. 525 per Orita - January 2nd, 1917.

Precis of subjects.

PRECIS OF SUBJECTS.

1. Records despatch per Orita,
2. Missing despatch 1170, reports arrival by Orita.
3. ss Falkland. Reports fitting of spare propeller.
4. Profit 1916. Explains how will be cabled.
5. P. Mills. Reports terms arranged for remaining on.
6. Corcovado. Reports arrival and progress.
7. Oronsa. Reports arrival.
8. Ortega. Reports rumour that she has been sunk.
9. Lafonia. Sketch will be sent.
10. Rebate on passages PSNO. Quotes correspondence.
11. Mr G. Waterson. Conveys thanks for increase of salary.
12. Sheep dealings. Reports contract renewed with Internat. Importing Co.
13. Calendar 1917. Reports also taken.
14. Schooners. Note taken to advise by cable if commissioned.
15. Lady Elizabeth. Inquires whether offer for would be entertained.
16. Illness of Mr. Cross. Reports.
17. Falkland mail contract. Correspondence with Govt.
18. Clergy Substantiation Fund. Asks whether contribution could be converted to fixed payment.
19. H.M.S. Lancaster. Reports arrival of.
20. Wool shipments. Advances arrangements contemplated.
21. Estate of late G.A. Cobb. Sends file of correspondence.
22. S.S. Falkland. Reports accident to at West Island.



Despatch No. 525 per Orita - January 3rd, 1917,

Precis of subjects,  
=====

1. Acknowledges despatches.
2. Passages of Chillians. Rebate on
3. Mr A. Moir. As to application for increase of salary.
4. Camp wages. Thinks bonus for shearing will suffice for present.
5. Rams for FLC. Reports safe arrival and despatch to Darwin.
6. Mares per "Antarctico". Superintendence of shipping of
7. Stanley Labourers' wages. Glad to have views of Directors
8. Sheep purchase from J.L. Waldron 1916
9. Lafonia. Sketch will be sent
10. Rebate on passages PSNC. Quotes correspondence
11. Mr G. Waterson. Conveys thanks for increase of salary
12. Sheep casings. Reports contract renewed with Internat. Importg Co
13. Canning 1917. Reports steps taken
14. Schooners. Note taken to advise by cable if commissioned
15. Lady Elizabeth. Enquires whether offer for would be entertained.
16. Illness of Mr Creece. Reports.
17. Falkland mail contract. Correspondence with Govt
18. Clergy Sustentation Fund. Asks whether contribution could be  
commuted to fixed payment.
19. H.M.S Lancaster. Reports arrival of.
20. Wool shipments. Advises arrangements contemplated.
21. Estate of late G.A. Cobb. Sends file of correspondence.
22. S.S Falkland. Reports accident to at West Island.

DESPATCH No 524 per ORTEGA

November 9th, 1916.

PRESIS OF SUBJECTS.

1. Acknowledges despatch per Inca.
2. Inca. Arrival and departure of. Studs landed safely.
3. Beri-beri. Reports views of Dr Wace etc.
4. Coal. Reports upon stock and requirements.
5. Camp matters. Reports visit to Darwin, and remarks upon:-
  - Goose Green water supply.
  - Goose Green Jetty
  - Darwin scows.
  - Lighter for Darwin.
  - Carpenter's requirements.
6. Dr Wace's agreement. His application for alteration.
7. Stanley stock returns. As to single return.
8. Financial condition of Colony. Contributions to Imperial Government.
9. Mr Townson. Reports arrival at Darwin Harbour.

537 per 11 1 10  
 11 1 10  
 11 1 10

1. Acknowledges despatch No. 1168.
2. Mr. Harding absent from Stanley.
3. Re cable of 25th ult.
4. Labourers' arrest.
5. Advises payment of account by International Importing Company.
6. Stowing cargo on homeward SNO steamers.
7. Re damaged flour ex Bogota.
8. Re Goose Green water supply.
9. Salvaseu and New Island.
10. Cargo per Alca. Mention of sailing departures.
11. Lady Elizabeth Wood.
12. Cops shipped per Alca.
13. Movements of Falkland.
14. Re Hanks - J. Smith and Capricorn.

522 per Crona (23.9.15)

RECORD OF BUSINESS.

1. Records last despatch.
2. Horses per "Antartico". Mr. Allan sending information.
3. S.S. Falkland. Returned from Anta. Reuss; Mate discharged.
4. Tallow. Asks whether this should be sent to Liverpool or London.
5. J.B. Luhtemborg. Reports conversation with Governor.
6. Labourers' Wages. Application for increase.
7. Canning Returns. Seeds.

8. Produce. - remaining for collection.

9. Damaged Load - damaged goods.

10. Mr. A. Davidson - in writing to Mr. A. Davidson.

11. Mr. A. Davidson - agreement executed on the 1st instant.

12. Main Island Road - difficulty of collection.

13. Green Green Miller. - Report from Mr. A. Davidson.

14. Mr. A. Davidson - type of engine.

15. "Cheta" - shipment of goods to Mr. A. Davidson.

16. "Cheta" - shipment of goods to Mr. A. Davidson.

17. "Cheta" - shipment of goods to Mr. A. Davidson.



527. per mta. 23.3.16.  
 519. per mta. 16.3.16.

### Index of Subjects.

1. Acknowledges Despatch.
2. Acknowledges Despatch. "Write" late.
3. Coal per "Galicia".
4. "Samson" - as to replacing with Motor driven tug.
5. Sugar. Price of importation from Porto Rico.
6. Berkeley Sound Farm. Probate of Mrs. Smith's Will.
7. "Lafonia". Discusses question of fitting 12 engine.
8. Castings. Further correspondence.
9. Canning. Loss of weight and Motor mentioned.
10. Produce. - remaining for collection.
11. Mr. Peters.
12. Damaged Flour - amended claim.
13. Sea Lion Islands. Requisition of Lieutenant's occupation.
14. Sir. E. Shackleton - as to cabling to Exchange Tel. Co.
15. "Falkland". Departure for next cruise.
16. Mr. H. "Tomson" - agreement executed on the 22nd instant.
17. Goose Green Boiler. Condition of.
18. Pebble Island Coal - difficulty of collection.
19. Financial arrangements with the Government. Remains open.
20. Goose Green Boiler. - Report from Babcock & Wilcox.
21. "Lafonia". Arrived 15th - leaving 17th.
22. "Lafonia". - type of Engine.
23. "Orbita" - shipment of Canned Meats.
24. Cargo Steamer - explains supplementary telegram for materials.
25. Advances to Sir E. Shackleton - supplementary account for telegrams.

519. per Orita. (16.8.16.)

576 per Orita. (11/7/16.)

Precis of Subjects.

Precis of Subjects.

1. Acknowledges Despatch.
2. Coal per "Galicia".
3. Sugar. Price of Importation from Monte Video.
4. "Lafonia". Discusses question of fitting Oil Engine.
5. Canning. Loss of weight and Water Question.
6. Mr. Peters.
7. Sea Lion Islands. Explanation of Lichtenborg's occupation.
8. "Falkland". Departure for Punta Arenas.
9. Goose Green Boiler. Condition of.
10. Financial arrangements with the Government. Remarks upon.
11. "Galicia". Arrived 13th - Leaving 17th.
12. Goose Green Jetty. - Explains proposed extension and send plan.
13. Sir E. Shackleton. - Reports movements of.
14. Canning. - Discusses delay in treating Port Falkland sheep and explains position as regards water supply.
15. Mr. F. H. Williams sends letter as to removal of Agreement.

576 per Ortega. (11/7/16.)

### Review of Subjects.

1. Acknowledges Despatches.
2. Bonus. Not yet Paid.
3. Carriages. Will be shipped to Buenos Aires.
4. Homeward produce. Kanuta to call at end of month.
5. Flour. Will make up claim for loss.
6. Admiralty. Notes that free services to be discontinued.
7. Fire Extinguishers. Will make out a list.
8. Camp matters. Hopes to receive further mail from Darwin.
9. "Falkland". - Explains postponement of voyage to Punta Arenas.
10. Taxation. - Thinks that representation should emanate from farmers in England.
11. Goose Green Jetty. - Explains proposed extension and send plan.
12. Sir E. Shackleton. - Reports movements of.
13. Canning. - Discusses delay in treating West Falkland sheep and explains position as regards water supply.
14. Mr. F. H. Weiss sends letter as to renewal of Agreement.

515 per California 6.19.6.15.

INDEX OF SUBJECTS.

1. Records last despatch.
2. s.s. Falkland. Details of movements.
3. ditto. Trip to Punta Arenas, shipping, return cargo.
4. Casings. Corres. with International Importing Company.
5. Goods from Montevideo. Telegram from Maclean & Stapledon.
6. Sir J. H. Shackleton's Expedition. Relief ship.
7. Berkeley Sound Farm. Sends copy of Mrs Smith's Bill.
8. Steel Lighters. Arrangements for painting and cleaning.
9. s.s. California. Shipment per.



514 per Oronsa (3.5.15)

513 per Maitland (4.5.15)

# RECAPITULATION OF BUSINESS

1. Acknowledges despatch.
2. Munson. General remarks upon.
3. Manning. Completed. Chilians refused to return in Falkland.
4. Lenses D.H. and Fort Sussex Reserves. Reports received.
5. Berkeley Sound Farm. As to reconveyance.
6. Ossings. Copy further letter from National Red. Co.
7. Falkland. As to voyage to water areas.
8. Her boats. Will confer with the Governor.
9. Labourers. Question of increase of pay.
10. Steamers off Lind Island. possibly whalers.
11. Sheep owned. Mr Allen will report.
12. Mills. As to further term.
13. Work on land wireless station. Expresses regret.
14. Berkeley Sound Farm. Sends letter from Smith's sons.

15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200.

201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300.

301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400.

401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500.

501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600.

601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700.

701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800.

801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900.

901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

513 per Mexico (4.5.16)

# RECAP OF SUBJECTS.

1. Acknowledges despatch.
2. Mr Stephens, Camp Teacher. Returned to the Camp.
3. Steel lighters. Cargo sections fitted.
4. Cosings. Further letter to International Importing Company.
5. Wool. No further news from Valparaiso.
6. W.J. Biggs. Conveys thanks for pension.
7. Berkeley Sound Farm. Application for reconveyance will be sent.
8. Durwin Woolsheds. Remarks.
9. Outward cargo steamer. Getting short of provisions.
10. Benson. Will report by next mail.
11. Motor engines, (marine). Notes by Mills.
12. Canning Materials. Advises indent for.
13. Mr R.V. Townson. Sends copy letter from.
14. Falkland. Cost of sheep pens and water supply.
15. H.M. Ships and Colliers. Reports. Cheques in future.
16. Tinned Fish. Suggests shipment from Norwegian firm.
17. Sheepskins. Remarks as to defective condition.
18. Shearing Materials. Impresses necessity for early shipment.
19. Sheep purchased for Goose Green. Payment for.

512 per Orita (5.4.15)

511 per Corcovado (22.3.15)

PRECIS OF SUBJECTS.

1. Acknowledges despatch.
2. Mail per Orissa. Understand landed on 9th February.
3. Shipments of Wool. Particulars to be telegraphed.
4. Shipment per Corcovado. Reports details.
5. Flour. Loss will amount to over £300.
6. Officers of Falkland.
7. Dettleff and Menicoll. Conveys thanks from.
8. Cargo lost on help. Particulars of Stanley tallow.
9. Whaling Dividends. Will be distributed.
10. PSN homeward freight. Asks. further corres.
11. Tallow Returns.
12. Admiralty Wireless Station. Now completed.
13. Whaling Season. Very successful.
14. Risk of fire in Stores. Asks for supply of extinguishers.
15. Leave of absence. Might ask for by cable.
16. Whaling Dividends. Suggests payment by cheque in future.
17. Canning. Particulars of sheep from West Falklands.
18. H.M. Ships. Kent relieved by Macedonia.
19. Doctor's house at Darwin. Copy letter from Dr Wace.

507 per Victoria (9.3.16.)

511 per Corcovado (22.3.16)

PRECIS OF SUBJECTS.

1. Acknowledges despatches.
2. Leases of Reserves. Only 3 years allowed by Land Ordinance.
3. Fresh Water for Falkland. Port Howard supply.
4. Roads. Views
5. Sheep Caring. No local offer up to the present.
6. Mr van Gelder. Informed direct no reward available.
7. Home Produce. Telegraphic arrangements with P.M.
8. Despatch of Mr G.A. Cobb. News received with gratitude.
9. Leases of Darwin Harbour and Port Sussex reserves. Renewed.
10. Mr G.D. Stephen. Will return to the Camp.
11. s.s. Falkland. Engineer remaining until relieved; Mate left.
12. Passages of labourers from P. Arenas. No discount allowed.
13. Shifting sheep from W. Falkland. Reports progress.
14. Corcovado. Sending mail by.
15. Shipment per Corcovado. Will report in separate letter.
16. Government Gazette. Will be posted from Stanley Office.
17. Late R.F. Baillon. As to probate duty.
18. Tallow, 1915. Sends specification.
19. War Loan. Government may take some steps.
20. Labourers. Question of increase of pay.
21. Admiralty Wireless Station. Pending completion of arrival.
22. H.M. Ships. Reports of "Edinburgh Castle" and "Kent".
23. Price of Stores. Refers to question of selling prices.
24. Passage rate to Brenton Loch, Corrae. with Lowden & Co.
25. Sheep for Canning. Greenhields declines to sell by weight.
26. s.s. "Admiral". Reports capture of and arrival.



BRIEF OF SUBJECTS.

1. Acknowledges despatches.
2. Leases of Reserves. Only 3 years allowed by Land Ordinance.
3. Fresh Water for Falkland. Port Howard supply.
4. Roads. Views on.
5. Sheep Casings. No local offer up to the present.
6. Mr van Gelder. Informed direct no refund available.
7. Homeward produce. Telegraphic arrangements with PSN.
8. Death of Mr G.A.Cobb. News received with greatest regret.
9. Marking of Wool Bales. Farmers agree.
10. Taxation. As to representations to C.O.
11. Piping for Port Howard.
12. Suggested trip of Falkland to Punta Arenas. As to.
13. New Wool Sheds. Acknowledges remarks.
14. Loss of "Kelp". Acknowledges news of.
15. Government Gazette. Will be posted from Stanley Office.
16. Late E.F.Baillon. As to probate duty.
17. Tallow, 1915. Sends specification.
18. War Loan. Government may take some steps.
19. Labourers. Question of increase of pay.
20. Admiralty Wireless Station. Pending completion of,  
arrival
21. H.M. Ships. Reports of "Edinburgh Castle" and "Kent".
22. Price of Stores. Refers to question of selling prices.
23. Passage rate to Brenton Loch. Corres. with Lowden & Co.
24. Sheep for Canning. Greenshields declines to sell by weight.
25. s.s. "Edna". Reports capture of and arrival.

500 DOR (1.2.15.)  
500 DOR (1.2.15.)

# REPORTS OF SUBJECTS

## REPORTS OF SUBJECTS.

1. Acknowledges description.
2. Orongorua. Arrived Christmas Day and discharged most dry.
3. Sheep from West Ballarat. Arrived 17th January.
4. Outward Mail. Not arrived - due this night.
5. Inland. Loading & dispatch of. Sailed 17th January.
6. Mr. C.D. Stephens suggests appointment as tally clerk.
7. Two bales of wool damaged (one N.A. & one D.H.) reports.
8. New steel lighters. Arrangements for painting.
9. Sheep casings. As to cleaning & disposal of.
10. Darning. Probable delay owing to Mail irregularities.
11. Wool Shipment February. Sends copies telegrams.
12. Engineer. Sends copies letters from Mr. C.P. Peters.
13. Saturday half-holiday. As an extension to whole of the year.
14. J. Hamilton. Agreement of passages.
15. Wool for S.S. Inland. Details arrangements for collecting.
16. North Arm. Sends copy letter from Dr. Howe.

505 per Orissa (4.1.16)

# PRECIS OF SUBJECTS.

1. Acknowledges despatch.
  2. Orissa. Arrived Christmas Day and discharged next day.
  3. Sheep from West Falklands. Messrs Lowden object to expense of second tier in s.s. Falkland.
  4. Live Sheep. Copy remark sent to Mr Allen.
  5. Land South of Hebe Street. Deeds sent to Col. Secretary.
  6. North Arm. Water Supply and Cookhouse. R
  7. Freight on Wool. Copy circular to clients.
  8. W. Biggs, Carpenter. Copy par. sent to Mr Allan.
  9. Camp Machinery. Reports visit of Mills to all sections.
  10. Hire of Plym. Acknowledges paragraph.
  11. Precautions against Fire. Remarks on.
  12. Darwin Motorboat. Reports safe arrival at Darwin.
  13. s.s. Darnholme. Arrived at Montevideo badly on fire.
  14. R. J. Dettleff. Application for increase of pay.
- Saturday half-holiday. As to extension to whole of the year.
- 14a. J. McNicoll. Agreement; question of passages.
  15. Wool for s.s. Intaba. Details arrangements for collecting.
  16. North Arm. Sends copy letter from Dr Wace.

PRECIS OF SUBJECTS.

1. Acknowledges despatch
2. Cable regulations.
3. Bullying of Wool. Replies to remarks.
4. Claims for damaged cargo. Solicitor's opinion noted.
5. Chilians at Goose Green. As to Falkland carrying to Sandy Point.
6. S.S. "Inca". Reports arrival and departure.
7. Camp Carpenters. Arrival of Griffiths and Craig.
8. Estate of E.F. Baillon. Fees in connection.
9. Mr H.H.R. Gresham. Reports arrival.
10. Bills of Lading per Orissa. Error as to port of destination
11. Sheep contracts. Duly noted.
12. Taxation. Reports proceedings in Council.
13. Darwin Motorboat. Received per Inca.
14. Mr W.E. Baillon. Gives information re Cemetery, for communication to.
15. "Falkland" water supply. Procuring windmill from Montevideo.
16. Live Sheep from West Falklands. Jetty material and telephone  
ditto sent to Egg Hbr.
17. Canning. Weiss sent to Punta Arenas for men.
18. Carpenters' appliances for Darwin Harbour. Indented for.
19. Homeward produce per Orita. 260 tons of space reserved.
20. New Sheds for Darwin and Walker Creek. Plans sent this mail.
21. Admiralty Colliers "Wathfield" & "Darnholme". Coals heated.
- 22.



501 per Oriana (9.11.15)

PRECIS OF SUBJECTS.

1. Acknowledges despatch and letter,
2. Port Howard Sheep. As to purchase of,
3. J.P. Smith. As to supposed deterioration of coal,
4. Rev. M. L. Migone. Conveys thanks from.
5. Cable. Messages have to be passed by Governor.
6. DH and Port Sussex Reserves. Sends copy corres.
7. Steel Lighters. Reports completion of the second.
8. Mr Allan. Reports return.
9. Camp Telephone. Explains suggested route.
10. North Arm Jetty. Reports progress.
11. Camp Carpenters. Acknowledges information as to appointment of.  
at
12. Water for Falkland and Port Howard. Proposals for securing supply.
13. Canning. Have telegraphed to Punta Arenas for 20 men.
14. Road from Darwin to North Arm, etc., etc.,
15. Carpenters' Shop at Darwin. Suggests supply of labour saving tools.
16. Lowden & Company. Sends corres. with.