H.M.S. Oberon. Falkland Islands
No. 36. Stanley, 1st Janr. 1869.

Sir,

Since writing per Foam on the 2nd Nov. I have had no opportunity of communicating with you, the only homeward bound vessel in the interval having been the Swiftsure which called and left while I was away from the settlement. I trust, however, that you received by her, the 20th Inst. on Lyon Island dated on 26th March Lieutenant, as per enclosed copy of Mr Davis's letter.

2. I have received upon Disps. 309 - 91. the Matilda having arrived as you anticipated, some days before the Foam.

3. Disp. 309 2. I shall shortly explained, Mr. Bertrand's arrangements for the sheep are faster than he judged before Wisely leaving the state of the sheep. Stewards be insanity to curtail the supply.

I C. Lennon, Esq.
&c &c &c

Lords.

seeing that the Company's existence depends on the eradication of the scab.

5. Par. 3. some allowance should be made for my hesitation in removing Greenshields, considering the importance of the step and the life ratification was held in by the Directors to his discharge.

6. Par. 5. I believe that the wool back from Keppel & New Zealands will show a handsome profit.

7. Par. 6. I believe that the stock & buildings belonging to the new co. I have will always render my transactions with them secured, & that the business will in a few years be a large one.

8. Par. 8. The Station Estate may be useful, as there are many vessels of that nation trading round the Island. The Governor tells me I shall have it by return mail.

Par. 11. After the trouble I had with Lecomte I hoped to hear more than the bare fact that the Society would meet my last account. Whether my assistance was appreciated or not, I have no means of knowing.

9. Par. 12. The dairy sold for its full value. The Stall question seems destined to remain as before. As Mr. Schmitt & Julian give us hope of getting out and I must wait for the next condemnation. Meanwhile I have a fine business about once every two months, and Mr. Drane's stall is paying for itself over and over again.

10. Par. 13. My arrangement with Mr. Bertrand for his exclusive services is as the Directors wish.

11. Par. 14. During the first 12 months of my administration I have been in the Camps four times. In one in the same period never went more than once a year

informed, as that you can hardly
complain that I have neglected
the solicitations. I am out in
a few days, passed through
Darmstadt, but that you took
the shortest cut in the night
& made when and could not get
about much besides visiting
Prussian Officers in Uniform.
Which the Directors hardly make
a the necessity for any thing
else, but have in case of any
thing happening after the Ball
shipping all Government & otherwise
Bonds Shares &c without which
but will not be known to carry
out the Directors wish, and make
another Applicant know this work
a sent. Being that the Navigation
of Lubec accounts is to stay the
months running about the 1st
next. and that I cannot take Ad-
vantage from Darmstadt now that
the clearing is going on. I am
sorry I shall not have finished
for Lübeck.

Respecting the remainder
of this paragraph we do not
[illegible] can discover any
[illegible] about it. on the contrary
the first words show what
it [illegible] but [illegible]
to. [illegible] record any [illegible]
that an engraving or body of wood,
[illegible] animal or [illegible]
[illegible] [illegible]
[illegible] [illegible] to all
authority. in fact the more plain-
[illegible] is carried on in the paragraph
[illegible] the [illegible]

12 Feb. From what I can
learn, the case of the Town Official
[illegible] is the first which has been
decided positively perhaps but that
does not make final. My idea is
that the case cited positively
[illegible] allowances that have been [illegible]
have lately. but it would be [illegible]
[illegible] to say so without further evidence
Records employed one of the cases and
might have something.

16. Par. 15. By arrangement with Mr. Dean Money at charge less than 7½% on ships' accounts without giving notice. If I work with the Directors approval I must continue the same charge, and you can return Messrs. Seamy & Prop.

17. Par. 19. Mr. Dean received by last mail Glamorgan Bonds & Cargo agency by which vessel seems to get into his hands. If Dean appointed Lloyds Agent, and any of the Directors know the firm personally, could not it be got away?

18. Despatch 370. Par. 1. Only charged Owners three pounds over the expense of provisioning his ticket as he is one of the Company's steady servants.

19. 371. Par. 1. The goods for Maid of Glamorgan should be purchased if possible, as they are quite suitable, and will show a profit.

20. Par. 2. Same obliged for the Belgian appointment, but cannot conceive what made the Government of that country appoint a consul at.

as no Belgian vessel ever visits the port, nor is there any one of the nation on the island.)

21. Had a letter from Mr. Bryng about Mr. Barker's letter as per enclosed copy. Have no doubt Barker received them, and told you a falsehood to avoid giving them up.

22. Par. 5. In writing for 250 tons coal to arrive in December, I did so because I thought they would be wanted, and my anticipation has been realized. I have sold the Okeon all but 200 tons, and have not left at the outside more than 100 tons good coal. I thought the Directors would have sent more, seeing the number of ships ordered ~~down~~ home from the West Coast. The Topaze will take a large quantity when she comes in, and the Engineers are so particular now about latest date coal, that I must have the

preference over Drane's Navigation Coal, which he cannot sell, especially if I have a little a year later in Lake. The proposed is to bring the mails in February, and will want the best part of 100 tons probably, and my fear is that, as our coal is getting so small, Drane may move some of his off, before the new shipment arrives. We have many tons of dust at the bottom of the bunkers, the accumulation of years - I don't know how to utilize it. I hope about 300 tons of Powell's Duffryn Steam Coal may be shipped immediately - and if precautions could be taken for loading it with as little breakage as possible it would be well. If you can get a small vessel to make a whole cargo at the same freight as a larger one would take, to leave it on the way round the Horn, so much the better. The Natal coal was somewhat broken by the machinery.

23. Jan. 70. Before receiving this, Lenton had paid the freight, and as he could well afford it I have said nothing about it.

24. Par. 8. Sorry, as you observe unable to remit the £400 in time; but you received a larger consignment of adventures per Atholl than you would expect. I have now on hand nearly 10,000 gallons pale seal oil of the first quality, which, as Shear oil is rising, will turn to good account. Most of my remittances will be made in produce for the future. I am giving 3¾ per lb. all round for hides, but chiefly bull, which should show a good profit. The remittance made this mail is a good one, and next March, after the Bay ships' visit, you may expect a large sum.

25. The cart lately ordered for Mr. Switzer is to be from Crookhill Rd. I should like to know what commission or profit the Directors wish charged on goods specially ordered, which are not like those sent out on speculation. Australian saddles and whips should be got from Brace & Son, Walker.

26. The Matilda arrived on the 24th Nov., and delivered her cargo in first rate order. It was much wanted as there was but little left from the Atholl's stores, and Deans' place is nearly empty.

27. Mercer the gardener has spoken to me about his father again, the latter would like to come out as a gardener or shepherd, but I could promise nothing, as we want neither. Young Mercer has turned out an excellent gardener, having, since the warning I gave him, given up drinking and become a steady character. His father would, no doubt get employment in the settlement.

28. The David Livingstone's account is the largest I have had yet with a merchant vessel. The Captain went away perfectly satisfied with the way his business was done. Green's ship Swiftsure called for water during my late absence from the settlement.

I hear that Capt. Stacpoole is going to write to the Shipping Gazette about his despatch here, and from what I can learn much credit is due to Mr. Evans for the way in which he pushed on the work. The Neptune's bill, viz: £108. 17. 4 has been sent to Messrs. Grant & Co. for collection. The Victoria of Genoa with guano, leaky, is in Evans' hands, discharging into the Charles Cooper, the other vessel in harbour the Commodore of Aberdeen, is having a new rudder made by the Company. The Victoria will be a thousand pound business; but I could do nothing without a good hulk.

29. The Oberon arrived on the 1st ult. to take the Governor round the Islands. Captain Shortt brought me a letter of introduction from my friend Lieut. Barr, who was living with me after he had finished working the Coquimbo

and the same afternoon he took her alongside the William Shand, where she took in 110 tons coal. I accepted an offer of a passage round the Islands, and left with the Governor, Mr. Byng, and Capt. Elliot on the 9th for Port Salvador. Here Andrez Pctaluga has a station with some wild cattle, and has taken some trouble in turning up a large garden. He is the largest "squatter" in the Islands. At 2no Coral we found two men engaged by Greenfields, who has taken up two sections close by. How he can afford this I don't know. He will not receive his sheep until they are clean, and I of course advanced him no money for other speculations. 2no Coral is not bad land, but being such a distance is of no use to the Comp.y and I am only sorry it was ever taken up. We left Salvador on the 13th for San Carlos to meet the Governor who rode overland from Salvador, and on Monday the 14th

arrived in Pebble Island. On the 15th I rode over a large part of the island, which must have been and will yet be a fine estate but is now eaten very bare by the wild cattle. The sheep I did not see, but they are not of much account. On the 16th a gale of wind detained us and on the 17th we steamed round Shallow Bay Port Egmont, and back to Keppel Island, where we stayed the night. From appearance I should say that Mr. Davitzon has some excellent grass on his land, but we were not close enough to see well. At Keppel Island, things are in beautiful order, and there is an English appearance about the farm: the cattle are very tame and fat, the sheep perfectly healthy and free from scab, the ground cultivated to some extent, and a general air of neatness, all due I believe to the docility excellent farmer Mr. Davitzon.

From Keppel Island we returned to Jamingo Head where I noticed nothing worth recording. On Saturday the 19th we anchored about three in Hope Place, and I landed with the Governor at Canbera, where I got him a horse, and rode on myself to Darwin. I could scarcely find words to express my astonishment and delight at the change Mr. Bertrand has made in so short a time. There is not a thing out of its place in the whole settlement, all the dirt and glare battle have been removed, the ground drained paths made and skirted, and the mens houses made more fit to live in, while on the other side is the new woolshed, a perfect triumph of ingenuity where the sheep are penned and sheared, and the wool baled, pressed, and stowed for shipment, all under one roof. It is put up on the Australian system, and has considerably opened the eyes of round people in the Colony. On Sunday I rode over to fetch the

Governor who was however unable to go out of the house owing to the weather, and returned to the ship in the evening. In the morning he returned again, and went over to the woolshed to see the shearing, which delighted him much. He appeared to take great interest in the arrangements of the shearing house, and the Company's operations generally, said that it was quite refreshing again to see men working really hard, and on leaving Darwin, shook hands with Mr. Bertrand and warmly congratulated him on the improvements he had made. H.E. told Dr. MacKinlay the other day that he considered Darwin the keystone of the Territory. In the evening we returned to the ship, and left the next morning for Port Darwin. At the south of the harbour is Paillon & Hickney's, at the north Mr. Waldron's. I was not struck with the land round

this place, as it seemed has been a little distance off the grass is good. We heard of Mr. Mac Clymonts' arrival at Still Gap with about 1,000 Buenos Ayres sheep, and Mr Louis Baillon had returned with him to Buenos Ayres to get more - Mr. Baillon was going to take up a vessel. I am afraid that the last mentioned is not likely to go ahead, unless he and his partners are more careful in dressing and looking after their sheep. Mr. Waldron landed 1200 sheep a few weeks ago, and they are doing fairly. His sheep he dressed last year are clear from scab. Early on Thursday the 24th we arrived in Jon Bay. Mr. Packe has a comfortable little homestead here, and may do well, if his brothers prejudices can be overcome. He has at last gone in for tobacco. At Jon Bay the pasturage is as good as any I have seen here. He has but few stock yet, and I believe Capt. Packe, true to his old notions will stick mainly to cattle.

We spent Christmas day at
Fox Bay and left the next
morning for Fanny Cove in
Laforia. Near this place I
believe the Governor is going to
select finally the land reserved
by Government. I am sorry to
say that after walking round
miles each way, the ground appears
to me uniformly poor - full of
diddledee and balsam bogs, and
this appears to prevail as far
as I could see in the direction
of Bull Road. I hope, however,
if I can fit in the time to have
a tramp through Laforia this
summer. On Sunday morning
last we started for Stanley,
getting into harbour about seven
in the evening.

30. I had very great trouble
in securing the second coaling
of the Oberon. Mr. Dean was
about in his schooner while we
were out, and was on board at
Pebble Island and Port Howard.

He happened to hear that the ship received some wet coal from the bottom of the Shand, and it appears, was most persistent in urging his coal on the Captain & Engineer, giving them to understand that his feelings were hurt at the whole of the coaling business for the ships falling into my hands, instead of being equally divided. He offered the pick of all his coal at Sandy Hook from Capt. Shortt, 30/. per ton, so that in persuading the latter to coal again from the Shand @ 60/. I think I did not do badly. She took 87 tons, off which I have arranged to allow three for wet and useless coal supplied the first time. I hear that Mr. Dean stamped with fury when he heard of the engagement, and declared he would write to the Government about the way he is treated by H.M.'s officers. I have now sold to English men of war 526½ tons of Coal, since Mr. Dean sold a ton, and the only one he has coaled since my arrival was the Shearwater, in Oct./67 - 90 tons.

31. The Governor has upon the representation of Mr. Dean and myself extended the period for stocking Sandon the West Falklands to two years. The ordinances relating to the extension of the spirit license, and worrying of sheep by dogs have been passed. I have applied for copies which shall be sent if ready by the English mail from Sam on the 4th inst.

32. The remittances on a/c. of the Oberon and David Livingstone exceed £1000: against this sum obliged to draw £150, having to take up in Montevideo and acceptance of Messrs. Bertrand & Switzers for £111.6/. I have however drawn @ 90 d/p. against 30 and 31 d/p. and, although I can make no promises, think I ought to make this amount good by next mail. The Government have no money, and have to borrow to pay their officers. When this specie arrives, the people will

be able to meet their store a/c.
Messrs. Bertrand & Switzer of course
meet all charges for commission, loss
in exchange, &c. I have paid for
Mr. Waldron's land, £145; he
will be in next month and will
either draw for the amount of his
account, or cover it by bills.

33. The Foam leaves on the 4th,
the Oberon tomorrow: if I can
possibly manage the general report
I promised, it shall be sent: but
when a man of war is here, it is next
to impossible to do office work.

34. I omitted to send the
produce return last mail; but
there was not much in it. The
return up to Dec. 31st goes by the
English mail.

35. Please remit £8 to Mrs.
Catherine McGowan, Bridge of
Dee, Kircudbrightshire, Scotland:
from John McGowan.

36. I enclose a copy of Mr.
Bertrand's report, which presents
I regret to say a frightful picture.
Although his hopes for the future
are encouraging. It will however open
for itself.

P.S. Be this goes by the French mail. I send but few enclosures, leaving them for the English mail.

I am, Sir,
Your obedient servant
Wm. Cobb.
Colonial Treasurer

Enclosures.

1st of Ln. 175 £301. 16. 3
" 177 " 93. 11. 3
" 178 " 512. " "
" 179 " 35. 11. 10
£1162. 19. 4

Mr. Bertrand's report 22 Dec.
Byng to Cobb 28 Nov.
Cobb to Byng " "
Copy of letter to Schuth & Mclaw & Sons.
" Travis to Secy. 15 Dec.
" Bertrand Switzer to Cobb 26 Dec.
Four letters for post from Commodore

Per Town.

No 37.

Falkland Islands &c.
Stanley 1st Jan. 1868.

Sir,

I enclose a duplicate of my despatch per H.M.S. Oberon which sailed for Montevideo on Saturday morning.

2. I enclose a letter received from Mr. Griffiths about the notarial fees.

3. In the correspondence with Mr. Bertrand you will notice some remarks about cutting horses. Some one in Stanley (I heard that Captain Packe spread it about) tried to run down and damage Mr. Bertrand's reputation by saying that he had killed a number of horses by castrating them badly. I found on enquiry that so far from that being the case, the Spanish Gauchos who saw him do it declared in favour of his system, the Australian one, as opposed to the South American.

4. As the money order office is established, I request that you will discontinue the payments on acct of Greenshields.

I have &c.

J. Wellington Esq.
&c. &c. &c.
London.

6. Encloses a further small order in case the vessel should have not left. The wants in rope and canvas are caused by the temptation of Brand's store, which compels every one to come to us. Capt. Burns complain that the canvas sent out is for repairing: please see that the quality is better, and sell. to 1 at 2/ per yard, other numbers come down a penny a number, so that you can judge what price to give in order to pay. The sewing twine is also complained of. Turner wishes you to send him an 8 ft. dinghy. I could have sold from nine to a dozen; but the next you send should be rather stronger.

8. Am able, earlier than I expected, to make you a further remittance of £200. Mr. Byng having furnished me a bill.

7. Thus as Captain Oppy had ballasted, and was on the point of sailing, the Victoria came in from the Chinchas, Baby, and he obtained a charter for Rotterdam for £900, to take on a portion

le cargo. He much wishes to come out here under the Company and would doubtless be worth money in boarding ships, especially if he got the agencies of Lloyd's and the Lopshan Clubs, and he could be appointed surveyor for either or both of them. In that case I think his services would be worth £200 pr. annum, more especially if we had a good hulk. But what post to give him aboard I am at a loss to know, since Rather, though in failing health is well qualified to look after the outdoor work. It is a pity that we have not a ship of our own like the Matilda, for which the Company has already paid over her value: we could well fill in the time by sending her round to Valparaiso for flour, when no cargo was ready. I could not wish for a better master for such a vessel than Oyer. Again, you might send him out as master of a new schooner with a crew shipped for 18mos. for sealing & other purposes. I would send her to the South Shetlands in company with the Fairy, and those two vessels working together can make a fortune.

I think I at would be worth the Directors while to see if they cannot make some engagement with him.

8. The Commodore leaves for England in about a week's time, and by me I shall send my general report, so I shall have more time, and also see more of the yard working, when Mr. Travis has posted the December accounts.

9. Please remit £50 to my father and charge it to my account.

Also order from Messrs. Griffin Webb & Co. five copies for the Improvement Society, to cost Two pounds each, with a place for an inscription. I should like them sent out by first mail, as I ought to have ordered them before, but forgot.

Sam. Sir,

Your obedient servant,

Edwd. Webb.

Colonial Manager.

Enclosures.

Disp. dec. 30.
Capt. Dyer's receipt £40.
David Livingstone a/c.
Livingstone's "
Shipping Report
Store Cash Vouchers Nov. & Dec.
Cash Book & Journal Oct. & Nov.
Governor to Cobb Nov. 4. 5. 11. 24
Bailey to Governor 12 Nov.
Kyng to Cobb Dec. 28. 29.
Mallon " " 1.
Bertrand Carter " 21.
Bertrand " Nov. 4. 6. 12. 15. Dec. 6. 7. 22. Jan. 2.
Telland Smith on horse cutting
Griffiths to Cobb
Cobb to Bertrand Nov. 3. 11. Dec. 21.
" Kyng Dec. 2.
" Gov. Nov. 10(2). 11. 3. 4
Produce Return
Darwin & Stanley wages
Additional indent
Copy letter to Schultz & Nelson.
3d Ja. 170. 2d 177/9. 1st 180. £200.

To be sent per first vessel.

40 tons Salt.
3 coils each 1. 1½. 2. 2½. & 3 inch three strand Manilla rope
3 coils each 2. 2½. 3. 3½. 4 inch bolt rope
8 Bolts nos. 2. 3. 4. & 4 bolts no. 5. 6. canvas
2 reams despatch paper
2 " White letter paper
5 cwt. 2½ in. Galvanized nails for roofing
5 " White lead.
15 punchyons Lime
2 Railway foot warmers
6 House bells & springs & 2 doz. cranks.
2 doz. bottles Dennis's Essence of Cappo
500 Cheques as per despatch, books of 50.
200 Wollhalio
1 doz. bundles good seaming twine for sails
1 dinghy 8 ft. long.

For Mr. Waldron.
2 Barrels Gas Tar

For Stanley Office.
3 boxes pens of the 2 kinds enclosed. Mitchells
B's Gillotts No. 351.
6 ink Erasers.

Memos. on Stores &c Matilda.

Gauging Rods. When we wanted some the rods for finding the actual contents of a cask, of which there is one in the set. Bass's Ale Casks must be paid for at hand, men of war take a good deal of drawnoff ale, and we cannot of course get them back. But you paid the same price for Casks, casks included, and this should be allowed by D. & Co. I think. Books and Shoes. There is a great outcry against Norman's & Turners' boots, so you must send the whole order to Berrions in future, excepting the few ordered from Davis. Had a pair of Normans which went to pieces in two days. Coals are excellent. Bricks indifferent, excepting the red. Sam a paid the spot. will repurchase the white. Timber much approved of - there is a great demand for it now, which cannot supply. Sold Mayhew's lot as it stood for £20 to Mr. Sowter. The Gig is a very nice boat, but perhaps through my fault, was built for 4 men instead of 5 - Drewer thought a four oared gig that length would be sent out. I think a dozen more Binoculars and Telescopes would sell. These were snapped up the first day. Clothing. In my next general indent I shall make a few alterations. I wanted a firkin or kilderkin of Stout for my own use. I don't think the people would care for it.

There is a case not invoiced #1291 containing Snider 4pin cartridges. Perhaps they are for Mr. Waldron. The ale in hogsheads is not approved of. As mentioned before. Dean always has Burton ale and publicans will always buy it in preference to London ale.

The American cheese turns out uniformly good, sawdust packing perhaps best.

Edwd. Cobb.
Colonial Treasurer

Stanley.
4th January, 1868. 1869

Stanley, Falkland Islands
1st January. 1907.

Sir

I have the honour to acknowledge receipt of your letter of September 10th, the contents of which I have carefully read, and noted.

I return you sincerely my thanks for the honour thus conferred on me, and can assure you that it will be my aim to carry out the instructions and wishes of the Government of His Majesty, so long as I may be thought worthy of doing so.

Not having received as yet the documents to which you draw my attention, and my appointment having been announced

M. le Ministre
de Affaires Etrangères.
Paris.

provisionally by His
Excellency the Governor of
this Colony, subject to the
approval of Her Majesty.
I find myself unable to
take the required oath; more
especially as I am not un-
acquainted with the fact.
I have the honour to remain,
Sir,
Your most obedient humble servant,
Edw. Cobb.

Per Commodore. Falkland Islands &c.
No. 35. Stanley, 12th Jany. 1869.

Sir,

This vessel leaves this afternoon, having had an entirely new rudder made by the Company in eleven days, besides having considerable repairs to her rudder trunk, which had been cut about to enable lashings to be placed on her old rudder at sea. This is one of the first entire rudders made in the Colony, and Capt. Colvill is so much pleased with his despatch, that he intends to write to the shipping papers about it. Dyer tells me that he received a £10 note for a letter he wrote to the shipping Gazette about the Falklands, and I hinted through him to Capt. Colvill that if this was really the case, I thought the Directors would be equally glad to recognize a similar service, and I say so more especially as the Company

J. Coleman, Esq.
Secy.
London.

has been put to no expense
in the way of a bribe or com-
mission on the ship's business
here. The Commodore goes to
Cork or Falmouth for orders,
probably Liverpool. I send
his certified account, and 1st
of exchange on R. Cannon & Co.
Aberdeen, together with 2nd
& 3rd of former remittances,
and duplicate of last despatch.

2. I am happy to inform
you that Mr. Markland reports
that the sheep are clipping over
his expectation, and that he
believes they will shear nearly
400 bales. The men are working
like horses, and getting through
nearly 800 a day, at which
rate all will be finished by
the end of this month. The
old screw of the woolpress has
been made to work, but it
is very shaky, and requires a
quantity of oil.

2. My report is partially written, but owing to the quick despatch of this vessel, I shall forward it by the Matilda viâ Rotterdam, about the beginning of next week.

3. The weather lately has been so strange as to be worthy of notice. On Saturday week about 10.30 p.m., we experienced most unmistakably the shock of an earthquake. Since then we have had very hot weather, with light winds, easterly prevailing but flying all round the compass. Today as I write, a severe thunder-storm is raging, with incessant peals, the wind having shifted in about a quarter of an hour, from N.W. to S.E.

I am, Sir,
your obedient servant,
Rod. Cloop.
Colonial Manager.

Enclosures.

Dup. of last despatch
3d. of Exchange 177 £53. 11. 3.
2nd " 180 £200....
1st " 181 £157. 2. 9.

Falkland Islands Co.
Stanley, 11th Janr. 1869.

To the Directors of
The Falkland Islands Co.
London.

Gentlemen,

I have now the pleasure to submit my first general report, extending over nearly a year and a half from the date of my arrival in the Islands. In future, I shall make it yearly forwarding it, as now, as soon as possible after the 31st Decr.

It is scarcely necessary that I should write at length on the change I consider it my duty to make in the management of the Camps in this last year, as the matter has been very fully explained in my despatches to Mr. Coleman. Suffice it to say that although unacquainted myself with the management of

Stock

stock. It became towards the commencement of winter after a period of merriment, so convinced that Mr. Greenfields the man so highly spoken of in London, was rapidly bringing the Company to ruin, that at all risks and without waiting for the Directors sanction removed him, and placed in charge Mr. William Gerhard a gentleman who has during the short period of his engagement made such changes in the Company property and prospects as to call forth the astonishment and approbation of all on the Islands.

By the Matilda in March 1867, 311 bales wool went home, the total clip being 369, 25 being shut out. Last year however only 310 bales were made up. of which only 293 were shipped, 17 having been burnt at the Docks. This falling off is attri.

butable to the fearful progress
made by the scab in the pre-
vious winter. the deaths
chronicled by Mr. Greenshields
in his return of stock dated
March 1st 1868 being 6022;
of which 3644 were breeding stock,
and would probably in the fol-
lowing spring have produced
3000 lambs. You may be sure
that the deaths would be un-
rather than overstated, and
most likely exceeded the estimate.
The shearing not being over yet,
I have no fresh stock return;
but from what I saw last winter
I cannot estimate the deaths
at less than 5000 to 6000, which
would leave the stock before
lambing at about 24.000. from
which Mr. Bertrand anticipates
getting 400 bales of wool, or, as
nearly as possible, 6½ lbs. per
sheep. The lambs at present
counted number nearly 11.000.

so that we start with about 35,000 sheep according to my estimate. In making calculations for next years clip, I shall give a liberal allowance for deaths, although I believe they will be light under the new management; but I always prefer being under the mark. Allowing, then, half the number of last years deaths, viz:- 3000, we shall bring to shearing in December next 32,000 sheep; and, as we may reasonably expect that sheep cleaned from scab will clip on an average 1/2 lbs. more than those infected, I see no reason why we should not ~~expect~~ realize from the above number 256,000 lbs. or about 650 bales. This is the best calculation I can make from the data in my possession, but you have been so often disappointed in estimates before.

that you may feel some hesitation in accepting mine. Such as they are, however, I give them.

Scab.

I feel but little doubt that this baneful disease is in a fair way to be overcome. On Mr. Bertrand I have secured a manager who has grappled with and subdued it in New Zealand, where it was as bad as it is here. The advantage, also, of having a man thoroughly accustomed, indeed bred up to, sheep farming on such an extended scale as it is in the Colonies, is one that cannot be too highly estimated.

Camp Labour.

Since my arrival 21 hands have been discharged or have left, 11 since Mr. Bertrand went out. So soon as the press occasioned by shearing and dipping is over, we may discharge some more. Two carpenters and a mason

Sutra are now engaged in building a new house at Moriton as well as repairing others, having finished the woolshed. These will be discharged as soon as the necessary work is completed.

The Woolshed.

This is built on the small peninsula at the head of Darwin Harbour, within a stone's throw of the settlement, from which it is separated by a narrow channel. The shed is close to the water, and half is devoted to storing the wool, so that the inconvenience of carting it to the old store in the settlement is avoided, and it will be shipped in a cleaner state. Mr. Bertrand has a table made of a grating some seven feet long, upon which each fleece is thrown and shaken before being rolled

up; by this means much of the dirt is removed, and the wool is "got up" in a better manner. The fire which destroyed the old shearing house was caused by a shepherd named Grierson lighting some tar he had spilt, in order to clean it up, instead of taking it up with a shovel. I have mentioned the proceedings I took in despatches 19 and 20. The old house was getting out of date, and must have been shortly pulled down.

Camp discipline.

It is very satisfactory to have to report that the discipline now is better than it has ever been, and I do not say this so much from my own observations as from what I hear about it in Stanley. By far more work is got out of the men also. All Captain Orpe's old passengers who have been in, tell him that they do not know what moment Mr.

Bertrand or sell the overcrowding may not be upon them, so that they are obliged to adopt earlier measures than when they were but rarely visited by the Manager.

Cattle.

The rodeo at Tranquilidad established late in 1869 is progressing favourably, and must now embrace nearly 2000 head. The 2nd Corral cattle have been shifted to Benitos where they are placed in a rodeo with those formerly headed from Swan Inlet. From this place I shall in time draw chiefly for the butchery. In Lafonia about 1,200 hides are being taken off, chiefly from old animals that would not live through next winter.

Rams.

Such of the rams as are worth keeping have been placed

on Seal Island in Choiseul Sound. I wrote some months ago as to the necessity of introducing a large quantity of fresh blood; Goodwin, the shepherd in charge, as well as Bell, having borne out Mr. Berkand's statement regarding the old ones, and the reckless way they had been selected.

Port Pleasant.

It will be necessary next year or the following one to have a shearing house at this place, for the sheep east of Swan Inlet; in order to avoid the long drive to Darwin, which is extremely injurious. This point, however, will be well considered before any steps are taken.

Stanley Store.

Turning to another branch of the Company's speculation, I am able to offer the Board my congratulations on the increase of

business during the past year, which has enabled me to make since my arrival a net cash remittance of nearly £6000, to purchase adventures to some extent, besides providing cash for all Colonial disbursements including Mr. Greenshields' pay in all.

In 1864 the stores sold amounted to:

Jany. to June	£ 1263. 18. 7
July to Decr.	2880. 5. 2
	£ 4143.18.9

In 1865:

Jany. to June	£3146. 19. 10
July to Decr.	6020. 12. 8
	£ 11167.12.6

These are the sales in Stanley, and show an increase of £6023.13.9. but they do not include the Darwin Harbour sales, viz:-

	1864.	1865.
Jany. to June	£ 943.14.3	£ 371. 15. 10
July to December	1318. 2. 7	2521. 12. 7
	£ 2261.16.10	£ 3893. 8. 5

which show an increase in the deliveries for sale of £ 631.11.7

while the deliveries to Town are for consumption in 1868 are £903. 13. 3 against £1052. 5. 4 in 1867, showing a decrease of £768. 15. 1.

These figures are satisfactory and lead one to the conclusion that it is very desirable always to keep up a good supply of stores for the business must increase year by year as the islands get more thickly populated, and people are inclined to give the Company more support when they find the store may be relied on

West Falklands.

I have several agencies on the West, which I look upon as valuable, since they bring already considerable profit to the store; and making payments, as they do, in produce, I hope that in a few years our home cargoes may be largely augmented from outside. I hope also, with the Boards sanction, to open a store on the other side in the course of this year.

Shipping business.

From my arrival to the End of 1868, 58 merchant vessels have visited the port, of which 16 stood in need of repair without discharging, four required hulks, 23 were short of provisions and water, ten brought cargoes, and one called for the Charles Cooper's coals. Of these, the Company repaired 9, Dean 4, three did not consign themselves. Dean had the business of the four wanting hulks. The Company provisioned or watered 15, Dean 5, three acted for themselves. The Company received 5 cargoes, Dean 2, Parker 1, Waldron 1, and the Company and Dean flour by the same vessel.

Nine of H.M. Ships have called, of which the Company coaled five against Dean's one, five took the Company beef, four Parker's. The U.S. Flag ship was coaled

by Dean.

Three vessels have been wrecked, viz:- River Derwent. Fern, and Malvern.

From the above it will be seen that we have a good share of the business of the Port, and should have more had we a hulk to compete with the Charles Cooper.

Butchery Sales.

I commenced killing beef in January 1868. and last years sales amount to £2267. 10. 2. an increase of £135. 5. 10, which would have been more, had not Captain Parke killed a number of sheep in the early part of the year.

General Remarks.

The Companys chief wants are, a Hulk, a watering boat, and a small tug. The former we have a vessel of our own, the

Letter 1860

It is most important that we should have the vessel ready for the May sales and I hope that the Board will attend to this point.

The houses and other buildings having been allowed to run too long are badly in want of repair - this is being looked to.

The schooner Perseverance is very old - she will require an overhaul at the end of this season.

I am happy to report, in conclusion, that I am on most friendly terms with all the Government officers, with one insignificant exception. My work people are a steady sober set of men with whom I have

no trouble whatever. Lastly, I have every reason to be pleased with Mr. Travis, who appears to take much interest in his work, and does not back away when I am out of town.

Trusting that this report will be considered satisfactory,

I remain, Gentlemen,
your very obedient servant,

Fred. C. Cobb.
Colonial Manager.

Forwarded per Britomart
Despatch. Penrith.

Per Penrith. Falkland Islands
Stanley 15th Jan. 1869.
No. 39.

Sir,

I send duplicate of No. 38. and remittances on account of this vessel for provisions and water.

2. The Matilda will be ready to sail in about three days time.

I am, Sir,
your obedient servant,
Jno. Lloyd.
Colonial Manager.

Enclosures
Dup. nos 38. 40.
1st Ex. 182. £86.5.9.
2nd Ex. 181 - £157.3.9
2nd Ex. 12 - £6.-.-

Copy of Genl Report
Commodores account
Penrith ap.

To Britomart. Falkland Islands.

No. 40. Stanley, 15th Jan. 1869.

Sir.

This vessel called in here this morning for a ton of coals and some beef, which Capt. Bartlett (formerly of the Alexandra, wrecked in Port William) gets from Dean.

As she may be home before the Penrith, I send 2nd. of Encl. for that vessels account, and dup. of no. 39.

I am, Sir,
Your obedient servant,
Jeans. L. Cobb.
Colonial Manager.

Enclosures.

Dup. no. 39.
2nd En. Britomart 182 £86. 5. 9.
3rd En. Raymond. 180 - £200. -
4th Eamont 181 - £157. 3. 9

Stanley,
20th Jany. 1869.

George M. Dean. Esq.
Official Administrator of
the late Capt. Sunley's Estate.

Dear Sir.

Herewith I beg to return you the book and other papers relating to the account between the above Estate and that of the late J. M. Lyons.

I also enclose an account taken, to the best of my ability, from the mass of ill kept and tangled figures in the above book. I have not attempted to touch the Sandy Point business, as I feel it is far above my limited comprehension as to prevent my coming to any satisfactory solution without further explanation.

The folios referred to belong to this book. Up to folio 9 the accounts appear to be settled, and I have not noticed them.

The entry at the foot of fol. 14

I am quite unable to understand.

All mention of the Louisa schooner and entries relating to her are omitted according to arrangement between yourself and Mr. Bull.

I am, Dear Sir,

Yours faithfully,

Jeo. Cobb.

Per Matilda via Rotterdam. Falkland Islands.
Stanley, 23rd Jan. 1869.

No. 41.

Sir,

My despatches 39 and 40 went per Penrith and Britomart respectively on the 15th inst., each carrying the duplicate of the other. Original and duplicate of my general report also went by those vessels.

2. I enclose a draft by Mr. Waldron on his brother for stores and cash advances to date. I charge him 5% int. on cash to date of settlement - on this occasion I have charged him no commission for taking his bill, as I wish to know what charge, if any, the Directors would have me make. So long as I take Government bills at par. I think I should not be too hard on our own constituents.

3. Mr. McClymont is now in Stanley, having landed in two

J. Coleman Esq.
Secretary.
London.

ships two thousand sheep
with a heavy loss by death.
I am letting him have the
Perseverance to move round
homes from Port Howard to
Christmas Harbour.

4. The shearing has been
much delayed this week owing
to the weather. For six days
we have not had two hours
without rain, and, as Mr.
Bertrand is determined not
to take any wet wool, next
to nothing has been done.
Next year we must have
an addition to the woolshed
sufficiently large to hold 1000
sheep, or a days' clipping under
cover, as in Australia. Both
Mr. McClymont and Mr.
Bertrand urge me to ask for
a steam boiler of 450 L 500
gallons, such as the former

mentioned tanpan, - with a pipe to carry the steam into the trough, and so regulate the heat of the bath.

I am, Sir,
Your obedient servant,
Fredk. E. Cobb.
Colonial Treasurer.

Enclosure.

3rd Inst. Inedale - 182. £
" " Waldron. 183 - 530. - -

P.S. Against my draft for £450 I have already remitted the amount and £523.9.6 over.

Steam Coals for delivery a/c 771 tons.

Falkland Islands &c.
Stanley 23rd Feby. 1869.

Sir,

I have received instructions from Messrs. Bertrand Vevisiger as their agent, to apply to your Excellency on their behalf for a renewal of the licence they hold to occupy the sections of land at the south of the West Falkland, which licence expires on or about the 21st prox.

I have the honour to be, Sir,
Your Excellency's very obt. servant
Edwd. Eliott.
Colonial Manager

His Excy.
Governor Robinson,
&c. &c. &c.

per Foam.

No 42.

Falkland Islands Co.
Stanley, 25th Feby 1869.

Sir,

My last despatch went per Matilda, although two letters from Darwin Harbour were sent per H.M.S. Scout, which left for England direct on the 20th inst. I will proceed to answer your despatches 372. 3, 4. received per Foam, 373 in duplicate only, the Elizabeth Brown being still out.

2. Desp. 372-2. I was at Darwin Harbour during the Joseph Thompson's stay, and the very first page of desp. 30. should have proved to you that, leaving Stanley on 22nd. July and remaining some week's out, I could not write by a vessel on the 28th id., and that the censure should have been withdrawn in 373. par. 1. There was a Govern-

ment

J. Coleman, Esq.
Secretary
London.

set made against my letters
being sent, as they were taken
up late, and I had to give
them to Mr. Baldwin, who
did not deliver them until the
French mail had been closed
some hours. I always make
up one parcel for the English
mail, with duplicates for
French or first Liverpool steamer.

3 Par. 3. — "The Director
wish you to take immediate
steps to use Tobacco water by
procuring some strong Brazilian
Tobacco from Montevideo, as
well as some Sulphur, &c &c."
See your desp. 365. par. 11.
Surely you would expect me
to act on this immediately,
and yet you shipped my order
from England, which I made
sure you would have can-
celled. — Par. 4 contains an
amount of exaggeration from
Montevideo, which would be

simply amusing, were it not for the feeling of annoyance at the misunderstanding caused by the meddlesome and mischievous individual who makes such a monstrous statement. Here is a simple calculation. It takes 4600 gallons liquid to 2000 sheep, and with 25 lbs. tobacco to 100 gals. 1150 lbs. tobacco would be consumed on this number. 11500 to 30,000, or nearly 1¾ tons to the Company's stock, for one dipping. Consult Curr on Scab, and you will see a paragraph on the necessity of two dippings, and on spotting with liquid of extra strength, and you will acknowledge at once that I was by no means over the mark in ordering ten tons. How can the Montevideans pretend to know anything about it, when there is not an Estancia in the Republic where the sheep are not nothing with scab.

4. Par. 5. I had permission

to receive the Diving Apparatus per Foam, but through some cause it was kept for the Friedrich Hermann.

5. Returning for a moment to the subject of Par. 3. I have calculated that as 10 tons tobacco are sufficient to supply, i.e. to give two dippings to 1500,000 sheep, it only requires 338,400 pints to dip this enormous number; and therefore a sheep can be well soaked in the liquid, and the quantity he will take into the pores of his skin and carry away in his fleece will not exceed one wineglassful. I am really sorry for the mischief caused by this Montevidean wiseacre, as he not only prevented Messrs. Schuth from sending a quantity that would have sold well, but caused Mr. Dean not to ship any per R. Brown, under the impression that Mr.

George Dean could buy from our overstock. I could now sell several tons, had I any to spare. Messrs. Dean and MacClymont both want it.

6. Mar. 6. Hope there ~~Many~~ half the flour per Ellen Lamb is gone, and it would be most inconvenient to turn out again. I hope Messrs. Brace & Co. may succeed in engaging freight shortly.

7. Mar. 7. Up to this date the Ella Norton has not appeared. I think no one would be more suitable for the new schooner than Captain Nicholls: he wrote to a friend here, that although he had a large vessel he longed to be in the Fairy again. I should object to the employment of Fairs as masters again: he is not up to making a passage, and too much inclined to waste time in harbours. The coast salt has the reputation of burning hides.

Par. 1. Par. 9. These introductory letters will be valuable.

9. 3½ – 1. already mentioned in par. 2. Par. 2. I am sorry dcsp. 32 was illegible. I had been using some very old copying ink. Mr. Lane having used Wedgwood's system; but I now find Arnold's ink very good.

10. Par. 3. The sale of the Fairy was duly effected before the shipping master, and the certificate of registry handed over to the purchasers. I made the necessary declarations at the time, and notice of alteration of ownership has already been sent to the proper parties in London by Mr. Lyng.

11. Par. 4. It is next to impossible that you should be able to judge at so great a distance as to how working men should be dealt with here,

as local influences and the temper of the magistrates have to be considered before any extreme step is taken. In Craig's case I am nearly certain that Mr. Griffiths and a Stanley jury would have gone against me, had I dismissed him without wages and I can testify to the good of the measure from the sobbing that many Camp houses have lately undergone, and the altered tone of the men towards their masters. In Barclay's case, I acknowledge the "sentimentality" which prompted me to give some assistance to a woman who was suffering through no fault of her own; and as I now learn that this is contrary to the principles of the Directors, I will take care that it does not occur again, unless at my own expence.

12. - Par. 6. The Sera was given to Pain and the Pain, and the latter took 1/3rd of what she brought. Instead of pulling the wreck and property up to auction, I privately arranged to give the cruize £350 for all, deducting the things 1/3

The necessary entries were made in July and August.

13. Par. 7. It was an omission on my part not to advise you that I had charged the ballast in my yacht as 3 tons instead of 2. You will have found this out from the Journal entries already.

14. I will attend to your instructions with regard to adventures. Where the master of a vessel has no English agent, it is impossible to get a bill made payable in England.

15. Par. 9. I should not care about establishing a store on the West Falklands, if the settlers there could purchase from the Company only in Stanley. As, however, they can purchase of Mr. Dean, I could not feel as certain of retaining their business, especially if he started a store there himself. It is reported that Mr. Stickney

Lewr. is going to set up a store, and is advertising it to ship-masters. As so, we shall get no benefit from the island, and it may explain how a vessel called the "Lotus" came to be loading at Cardiff for Port Stanley last November, which is a puzzle to everyone.

16. Mar. 10. You are mistaken about hides, as the bulk are collected in Patonia before the end of January purposely to be ready for an early vessel. I think you must acknowledge that I have never lost an opportunity of making a remittance, indeed I have sometimes bought a bill and kept the cash balance perilously low. You are well aware that in the latter part of the year say from August to December, when ships of all kinds are, as a rule, few and far between, it is very difficult to send money home. The profit of £1951. 6. 7. although apparently small, is relatively good, for it may be said

to have been made on the cargoes of the Matilda & Betsy, which amounted, with freights, to little over £5000. The store was nearly empty from July to October 1807, and again from February to July 1808.

16. Par. 12. Mr. Greenhill received 6 months pay from the date of his discharge as set forth in the accounts.

17. Par. 17. Rutter tells me that he gave Capt. Galey a receipt for £1, which was to have been charged in the Atholl's a/c. This was not mentioned to me, and the sum was neither paid nor charged in the Atholl's a/c., as you will see.

18. Pars. 19. 20. The latter cancels the former, and I am obliged for the allowance, which is really no more than I have spent.

19. Par. 20. The timber was really rotten, and Biggs com-

88

plained of it much. That per Matilda could not be better.

20. Par. 22. The electroplate does not include a gravy spoon, soup ladle, butter knife, &c. so that I should have had to retain these had I sent the silver home. And as Mr. Travis has just gone into Soja Cottage there is not enough for the two houses.

21. Par. 23. I could not distinguish the different kinds of Mercurial Ointment, and therefore was unable to send the price.

22. Par 24. Many of the articles mentioned in this par. have been here for years, others only appear excessive in consequence of a cargo having been just delivered.

23. Par. 27. The Camp has been much worse during the last few months of Greenshields' management, after he appeared to have given up hope. I have already informed you that Mr. Bedford declined to make an agreement

dependent on home approval, as he might set aside certain plans of his own, and in six months time be thrown out altogether. Mar. 26. I can see nothing contradictory in Mr. Bertrand's agreement. The scab is to be cleared in two years, but if cleared in one year so much the better for him, as he is to be advanced £100 at the end of his first term. And, as to the re-appearance of scab after two years, anyone with the most shadowy knowledge of sheep must know that if a whole year passes over sheep after dressing without any sign of scab appearing, the dressing is a perfect cure; for, if it is not curative, the winter or early spring must always bring out the disease. It is like the Atlantic cable, which once picked up and mended, can always be. I have read dozens of times over

remark about providing for the natural increase, and killing off diseased animals. Surely the Directors do not wish 30000 animals to be killed? – No single sheep in the whole of the Companys estate can be pronounced clean, since, if not outwardly suffering, it may have the insects already in the wool. Respecting the numbers of men being reduced, we have already got rid of about a dozen, representing salaries £500 per annum. Two more go to Montevideo this winter. We could part with many more, could we engage shearers just for the season, but they are not to be had apart for the job. The engagement of Wm Fell lately from Mr. Dean's, but one of the Companys oldest shepherds, viz. en Sunrise, work so admirably, that I can see the plan of having a head shepherd or overseer should have been adopted before. While on the subject of men, I have much pleasure in mentioning the name of George Mac, who has proved himself to be the smartest shepherd in the Camp, and

Stanley. 26 Feby. 1869.

Received of the Revd. C. Bull, Official Administrator of the estate of the late J. N. Goss, the sum of Thirty eight pounds. 8/9. being for insurance of property belonging to the said estate, the sum being divided as follows:-

£1000. For premium of Insurance and Stamps, on Buildings known as Lady Buildings, Stanley, the belonging to the Estate, and occupied as a Dwelling House. Stone, Public house, &c. £ 16. 10. 0.

£1000 For premium &. on goods in the above mentioned buildings - 16. 10. 0

£250. For premium &. on house known as Church House, Stanley, the property of the late J. N. Goss. 5. 8. 9

£ 38. 8. 9

Policies to be delivered up on receipt of them, to the extent of £2250.

For the Hon. British Wm. Insp. Co.
Fredk. Goss.
Agent for Stanley

having given up drinking, has excelled himself perhaps more than any other servant in the hard work that has been got through this summer.

24. Par. 29. I think, in fairness to Mr. Bertrand, that you can hardly say that he has taken me at any disadvantage; or that I had deferred to his opinions entirely: — had I done so I should have granted £300 per annum and 50/., which was what he first asked. He undertook charge on July 26th 1878. As to stocktaking, I considered that mobbing and handling the sheep at that time of year would have been simple madness, as it would be killing a number to no purpose, and injuring the ewes which were in lamb. A proper return cannot be sent until the shearing and dipping are completed, when it will be a

reliable one, as every exertion will be made to get all measured. Meanwhile I can say that the lambs number about 11,000, and that the number of bales of wool is not likely to be less than 380.

25. Par. 31. Cochilla Alta or High Hill is on section 24, and was until lately occupied by Chas. Ringsford, who has lately been peremptorily discharged for misconduct. He had about 1500 Cheviot ewes, I say "about" advisedly, as Greenfield's figures are throughout inaccurate, and I have not yet received the no. of sheep shorn in each flock.

26. I am sorry that the arrangement about rams is considered unsatisfactorily, more especially as I solicited separately the opinions of Tell, and Goodwin, the shepherd in charge of the rams. The latter told me he considered there were but few that were of the slightest use, hundreds fit for nothing but cutting, the old ones being worn out, and the young ones, i.e. those reserved by Greenfields, such bad sheep as to make it ruinous to put them among

among the ewes. Under these circumstances, feeling sure that the Directors could not send out several hundred sheep, I thought it my duty to get the best animals I could at the cheapest price. You say that the New Zeland wool is inferior; I believe that there is a great variety, and that the best animals, which have a good deal of Leicester blood with them, would make a fine cross with our sheep. However, as the Boards feeling is so strong I have talked the matter over with Mr. Bertrand, and he has most readily agreed to cancel the contract, with the approval of his partner who is away in the Fairy. Mr. Bertrand stands in a most delicate position, and feels that he does so; and I must say that I do not think him the man to take advantage of it. Cancelled the contract shall be, however, if I have to suffer for it personally. Mr.

Merrand will of course establish a stud flock, and breed for tups; you may remember my writing to Greenshields about this, and his telling me that the Betas rams were placed amongst the choice ewes at Cantera; the truth is, that they were turned loose with other rams among the whole Cantera flock, good and bad, so that their pedigree cannot be distinguished, and they are as likely as not to have tupped the worst ewes. They are now being looked after carefully, but not more than eight have hitherto been found. You received with Greenshields' letter dated 28 Oct. /67. a report on the rams, and I send you now a copy of it.

27. Par. 33. Is not a fact that more cows are killed than should be. I have always insisted on care in this respect, and can assure the Board that there are now many cows, which are so old and feeble, that if not killed in summer will die in winter, and their beef and hide be together lost.

28. Remainder of par. 24. The Scowsquall is looked upon as belonging to the Store because she is being sold off little by little as firewood. I was not aware why the Sewing Machine per Matilda was sent, it came with the general cargo, with no mention of Mr. Foster. Since stocktaking Mr. Bailey has taken it for £16. I cannot learn that the washing machine was sent out for any end.

29. You do not send value Lists of the sealer penguin oil, wool, tallow skeepskins, or sundries, or sale prices of hides which Meaunt had realized over valuations, from Stirling & Cobbs circular. I was informed by the Revd Mr. Stirling that the Keppel Island wool had brought 9d the previous year, and thought that, with accounts of a rising market, I was safe in buying it at the price.

30. Desp. 374 - 2. Nutter confirms me in saying that there were four casks of seal oil, marked distinctly E 3/4. The penguin oil was marked E 3.

31. Please pay the S. Brit. & M. Insp. the sum of £19. 6. 3 for insurances effected by Mr. Bull, and 6! duty on former policies; total £19. 12. 3.

32. I have received a letter from Messrs. C. D. Young & Co. of Perth, which I forward to you, as I can have nothing to do with the selection of manufactures of this kind. Referring to the last paragraph, I take the opportunity of saying that I have no intention of taking advantage of my position at any time by receiving commissions or bribes from manufacturers and wholesale houses.

33. Although I have been advised of the despatch by the Belgian Government of several books and documents for the Consulate, and of my flag,

steamer coal, 4 arms being on the way. nothing has reached me. I also hear that a box of medicines for Dr. MacClinton left behind by the Matilda was sent to Scotts Bluff; but these gentlemen say they have heard nothing of it.

24. I had a letter from A. Robb, Chief Engineer of steamer Oberon, in which he says — "On passage up from the Falklands to the mount was fine, although the wind headed us the whole way; but for all the old craft made the passage in 7 days — no doubt on account of the good coal supplied by the Company, which I must tell you turned out much better than the first, although they have somewhat deteriorated being so long in the hulk. I found the percentage of ashes and clinker about 12, which shows that the coals are good, and if you order more, you can.

not do better than have Powells Duffryn; according to my experience they are the best Steaming coal."

H.M.S. Boxer is expected daily from England with Specie for payment. I have taken the opportunity of freighting our coals with 50 tons Powells' Duffryn from the "Inspector Reid", Cardiff for Valparaiso, whose master opportunely wished to get rid of that quantity, as his vessel was deep. He asked 45/, I paid him 42/, the selling price being 60/.

35. This despatch has had reference almost entirely to the correspondence received per Foam, and has reached an unusual length. I shall write separately on Sam and other matters.

I am, Sir,
Your obedient servant
Fred. L. Cobb.
Colonial Manager

Per Foam. Falkland Islands Co.
No. 13. Stanley, 27th Feby. 1869.

Camp matters.

Sir,

I left Stanley for Darwin Harbour on 27th January in my yacht. Having calms and S.W. breezes for some days, we did not get beyond Port Pleasant until the 30th, on which we managed to reach Darwin.

Two days before starting I had the misfortune to sprain my ancle badly, which ultimately prevented my carrying out my intention of going round Lafonia this time. I left in my boat thinking that the injury, with a few days' rest, would be repaired unfortunately I was mistaken.

Feb. 1st I went to the shearing house this morning, and found the men all working as hard as they could. 1083 in all were shorn during the day. In the afternoon I moved over to the new dip house, situated on

F. Coleman. Esq.
Secretary, London.

the creek running into the N.W. extremity of Darwin Harbour.
I believe that I have mentioned already that owing to the tobacco not arriving until the middle of October, when the sheep were about to lamb, and the impossibility of getting the yards &c. fitted in time, the dipping has been postponed until after shearing. Close to the steam are the boilers (ships' tanks) set over furnaces, and alongside the dip, a long trough, 30ft x abt. 3. and 5 ft. deep. securely kept together by iron bands, and caulked. On the bank above are two large funnel shaped yards,  in one of which the sheep to be dipped are placed, and it is so arranged that after being driven through the narrow end of this yard, they pass through a narrow race, and soon after turning the corner fall headlong into the trough, through which they have to swim. On reaching the end

they walk up a grating on to a draining stage, where much of the dressing in their fleeces runs off, and returns to the trough. After passing through the dip, each sheep will receive a mark of raddle on his forehead, so that any undipped chaffer hereafter may be marked down. From the draining stage the sheep returns to the second yard. Mr. Bertrand anticipates dipping 3000 sheep a day. At this place a rough house has been run up, with berths for about thirty men. It was unfortunate that there should have been no place nearer the settlement, where a stream of fresh water could be found.

Feb 2nd Mr. Mac Clymont who had come round with me, left this morning for Port Howard, as I had chartered him the Perseverance, and she was at the Bocas ready to start. Mr. Mc Clymont had an unfortunate trip with his sheep, losing over 50% - no less than 600 having died the first night he left Lancesnada.

I find that sheep cannot be landed and acclimatized under 6 h.

3rd Feby. Raining, and shearing stopped, but baling surplus wool continued.

4th February. The last days shearing yet. viz:- 1130. To dip on Monday.

5th February. and injured my ancle again. Had my dog shot for chasing sheep.

5th February. In boat to dip work.

6th February. I intended to leave this day for Lively Island, but the wind was easterly.

8th Feby. Calms and light head winds.

9th Feby. Went down to Lively Island, and landed about 2 p.m. We walked a considerable distance over it, and found it splendidly grassed, and quite fit for cattle. In future years, when hoddendoon, it will make a most desirable sheep farm. Had miscalculated the strength of my ancle, and again injured it. My intention with

regard to Lively Island, is if we have time this autumn, to put some cattle on, and let them run for three years; by that time the ground will be less in holes than at present, or rather, there will be fewer pitfalls in the long grass, and it may be desirable to kill off the bulls, and shift the cows on to other land. The grass at present is up to the knee and it is of a most nourishing quality.

10th Feby. Crossed to Seal Island, where there are about 300 rams. Mr. Bertrand landed, and I should have done so if I could; he walked across and reports that the grass is now in capital order. In the afternoon we reached Norton Inlet, where we had to stop as it fell calm.

11th, 12th & 13th Feby. Laid up at Darwin.

14th Feby. Left on horseback with Mr. Bertrand for Bonitos, where the new rodeo of cattle is placed, comprising those lately at Swan Inlet and 200 Coral. There are about 800

head at present. James Murdoch is in charge, and lives in the Veritas Shanty. A house is to be built on the land before winter, 20ft. long, to accommodate G. Patterson and family, who are at present living at High Hill, Patterson being the second in charge. We afterwards paid a visit to Mr. Bonner, and returned in the evening. From Veritas most of the Bulkeley cattle will ultimately be drawn.

16th Feby. Mist and windy.

16th On horseback. At the dispersion paddock was completed, the boilers nearly fixed, and the sheds brought put together and being caulked.

Seal Creek. Two flock, James Campbell, shepherd, assistant John McGowan. Mrs. Campbell is a clever woman, and gave us some new milk. She keeps four cows. The house is in want of repair. Sheep in at the settlement being shorn.

High Hill. George Patterson as mentioned before. This is at the east end of the ground over which the Genitos rodeo to lands. Mrs. Patterson makes Capital butter and cheese.

In mentioning these places I have purposely avoided giving any account of numbers, as the returns of last February, in count then I believe must differ materially from those we shall soon get, viz:- after dipping, which is to commence almost immediately.

Sy. We returned to Darwin in the evening.

1st Feby. To Tranquilidad in Lafonia, where the principal rodeo of cattle is, numbering I believe between 1,500 and 2,000. David Smith is in charge, with Escalante and John Smith as assistants. This is the best kept house in the Camp, and it contains the oldest person in the Falklands. Known as Aunty, sister of old Peter Smith, I believe.

and want to the present generation.

Returning in the afternoon to Darwin, I rested on the 18th inst., and on the 19th left for Stanley, arriving about 9 p.m. the same evening.

I am sorry that I was prevented from going round Laponia; but I may yet manage it, when I go out in about a fortnight's time to see the operation of dipping.

By the first vessel I will thank you to send out 800 wool bales, of the kind used in the Colonies, i.e. much stouter than ours, which tear far too easily. The extra cost is made up for by the better and more marketable appearance of the bales when filled. Should you have forwarded the wool press asked for, you will know the proper size for the bales. The present wool press is out of date for our work; it is so slow that the shearers daily gain upon the pressers, and after a few days without rain the shed becomes inconveniently hampered with fleeces. It is, in fact, an old cider press.

3. A great difficulty arises from the Company's herd of horses being run out. Although those from Lapania do well enough for shepherds to ride, they have been bred in and in to such an extent that they are open ears for cattle killing; and as the horses that have served the gauchos for the last ten or fifteen years are now giving out (they were the first issue of the Rio Negro importations) we shall come to a deadlock with regard to hides. The head Gaucho Christ: Smith, reported to me on his return from Lapania that the cattle are far more numerous than he thought; he has been in different parts this time, and finds that they have taken shelter from the accustomed killing grounds. There are now a sufficient number of old cattle, to send you next season 3500 to 4000 hides from Lapania alone; but the cry is

for horses, and the thousand odd hides skilled last this season, have sent them back dead beat.

If the Directors will sanction my sending the new schooner to Rio Negro or Buenos Ayres for fifty or a hundred horses, which can be bought there picked at £3 or £4 a head, I think that the increased hides and wool she shall send home, will justify a dividend next year. If sent to Rio Negro, she must be insured, as the bar is very dangerous, and I hear the pilots are not trustworthy. I could send over a few goods for sale.

4. As I have mentioned elsewhere, Mr. Bertrand had occasion to discharge Ringsford for insubordination, and I consider that no man more richly deserved to be turned away. On coming to Stanley Ringsford's first act was to publish some slanderous accusations against Mr. Bertrand's honesty, which no one, and least of all, heeded for a moment, as Ringsford is notoriously the most

drunken scoundrel in the place.
The foundation of his charge
was a visit of the Fairy to Santa
Cruz, when he said things passed
over to the West Falklands im-
properly, and Mr. Bertrand was
helping himself to the Comp[y]'
property. The fact was that
the vessel came there for some
stores and a few saddles and
other things besides about eight
old horses or "cargeros"; and
Mr. Bertrand, most anxious
that no one should be able to
say he had taken any advan-
tage, refused to price anything,
and left Cameron the store
keeper and C. Smith, captain,
to fix the values, which, on the
list being sent to me, I thought
quite up to the mark. Mr.
B. prosecuted Kingsford, and
obtained a public apology;
but I regret to say that he ap-
pears over sensitive, and thinks
that the story will find favour
with the Directors. I hope therefore

that, through my assurances that everyone here, but himself, laughs at the affair, coupled with the standing of his relatives, and the character for integrity he bears from them, the Directors will think it well to write him a letter on the subject. The men at Darwin have taken up the matter quite warmly, and vow vengeance on Kingsford if he ever appears there again.

5. In the course of the visit Mr. Bertrand and I paid Mr. Griffiths in his office, the last named gentleman behaved in the most unseemly manner, which was the occasion of my writing to the Governor the enclosed letter.

6. I am endeavouring to get the Governor to let me off building the house on the station next 38. on the ground that I have already built a house elsewhere, and added a great improvement to the Colony in the woolshed. I think I shall succeed.

7. Mr. Bertrand and I have had long and anxious talks about the best way of proceeding, after

this dipping. Had Lapouia been kept free from sheep, or those actually there been kept within bounds, there would be no hesitation about pursuing our original plan. Unfortunately it is now proved, that the sheep have run over so wide a range, that no place can be safely hit upon as being virgin country, and therefore the land cannot be relied upon as being fit to receive dipped sheep, without running the risk of postponing the certain cure for two years more.

It has therefore been decided that Lapouia shall be deserted, and all the sheep brought back among the flocks on this side, that they shall be run through the dip twice, which will have the effect of keeping the wool on their backs and prevent the deaths of thousands this winter; that after shearing next year, say February, 1870

they shall be again dipped twice, and passed directly through to Laponia, which after twelve months rest, will have lost all the scab lying on the ground in the loose wool. Then you may make pretty sure that the sheep will be clean, and our only anxiety will be to keep clear of our scabby neighbours, when the sheep again return from Laponia.

8. In order to carry out this plan, we must have some Span houses for Laponia, and I consider that the cheapest for all purposes, as being more portable and durable are those of corrugated iron. As the sheep increase, new houses will be wanted rapidly, and you will not be over the mark in sending six, to be 16 ft. × 12 ft., with sides 8 to 10 ft. to enable an upstairs room to be made in the roof. I have been looking over the drawings from Rowan & Co. that you sent, and should judge from them that the price will not be heavy. There should be two rooms on the ground floor, communicating, and a ladder to reach the loft.

9. To effect the dipping before sending the sheep to Lafonia, you will not be safe in sending less than 12 tons of tobacco, indeed, as others will want it, you cannot do wrong in shipping 15 tons, as every pound we do not use we shall sell. The increase in wool next shearing, which is nearly certain to be over 200 bales, will have amply paid for this year's dressing, so that the cost of the supply for the final dressing will not be much felt. It is at all events small compared with Mr. Greenhill's annual expenditure of nearly £2000, on tar and oil. Sulphur, which is such an important ingredient according to Mr. Curr's Essay, must also be liberally supplied in the proportion of 1 lb. to 5 gallons water, this being sufficient in Mr. Bertrand's opinion, though he insists on 1 lb. tobacco to 4 gals. for curing the aggravated form of scab.

10. The last matter I have

to touch on in this despatch is the steam boiler I alluded to in my despatch per Matilda. There now appears to be some doubt whether it might not be a pairing with peat fuel, and I have been requested to cancel the order. We shall however want some boilers according to the following description:- Square 400 gallon boiler, strongest ½ in. iron, loose grate divided in two fitted inside boiler 1 ft. from bottom to prevent the tobacco burning or caking, round cover 15 in. diam., to be bored for tap 2 in. from bottom. Tap 2 in. diam. 8 in. outside boiler, to screw in with an inside nut and washer. Eight boilers, four for the Company, two for Mr. McClymont, two for Messrs. Bertrand & Switzer. Twelve taps (four spare ones).

I hope that this despatch on farm matters will meet with the Directors' approval, and that they will consider that I have expressed myself sufficiently fully.

I am, Sir,
Your obedient servant,
Fred. Cook.
Colonial Steam Co.

N° 2.

Falkland Islands.
Stanley, 1st March 1869.

Sir,

I have the honour to acknowledge receipt of your despatch (C. N° 20.) of 21th Oct. 1868, in which you advise me that a seal and other articles for the use of the Consulate would be forwarded forthwith. Up to the present time they have not been received, and I am yet without the Consulate regulations and other documents of which I was advised some time ago.

2. In the event of anything being forwarded for this Consulate, it will be necessary to address the agent of the Government at Montevideo, and request him to place it on board the mail packet "Foam".

I have the honour to be,

Sir,

Your most obedient humble servant,

Fred. Lobb.
Consul at Stanley.

H. The Minister
of Foreign Affairs,
&c. &c. &c.

Brussels.

Per Foam
No. 46.

Falkland Islands &c.
Stanley. 1st Mar. 1869.

Sir

Sundries Bills as at foot, duplicate of remittance per H.M.S. Scout.

2. The Directors will be surprised to learn that the Foam has, according to good authority, been sold to the Portuguese sailor and others, through their broker, the Rev. Charles Bull, without any opportunity being given to others to compete for it.

About a week ago we were all astonished to hear she was gone for £900. She has since last voyage been repaired, and her copper partially renewed, and it seemed the more extraordinary, that after this the Govt. should be in such a hurry to part with her. According to the best authority I can get the Portuguese buy her for this sum, on an unfriendly terms of payment, while the Governor writes home to see if he can get another vessel. Meanwhile the Portuguese are to carry two tons of cargo per voyage, (they have a small share), although this

J. C. Langdon Esq.
Lieut. London

the whole Colony.

5. Mr. Bull, who is head partner in a new farming speculation on Berkeley Sound, called the B. I. Farm Society, consisting of working men, with a few savings, wants to purchase Port Louis it appears. Of course I shall assent to nothing of the kind. The Governor has sold Mr. Bull the Sophia for £60 or £66, and has given him the contract to supply the lighthouse with stores for two years. Nevertheless it was refused by Mr. Luxton at a higher price, and he was promised first chance if ever sold.

6. Sumner has given me six months' notice to leave, ending 31st July. There again Mr. Bull steps in, and I find he is engaged as storekeeper at Low's with a share in the profits. Both he & Mr. Bull assured me that there was no idea of anything of the sort, until some time after the notice was given.

I must have a new man immediately appointed, and know one accustomed to dealing with Captains would be preferred - although he should have a notion of

privilege has always been denied to Mr. Dean Impeaf.

The matter has been so much talked about, that the Governor is supposed to have got frightened, and wrote to Mr. Dean Impeaf for tenders. My letter & this reply are enclosed, the latter will surprise you. I am assured that this is a mere shuffle, on the authority of a Government officer, in order to give the matter an appearance of fairness. Mr. Dean in his reply, which I saw, as good as told the Governor that it was so.

If you have not already bought a schooner, why should not the Foams do for us? She might at scarcely any expense be made fit to carry cargo, and there is no handier vessel to be had. Her bottom is of oak, upper works mahogany, she is cemented between the timbers, and has, I believe 45 tons iron ballast. Biggs, the carpenter, who was sent to the Government to help other repairs, says she is as sweet below, as when

she was built.

If she is to be sold, I should think the Home Government would not approve of her being sold in this hole and corner fashion, instead of being put up for public competition.

3. The fact is, Mr. Butt, who has acquired such an ascendancy over the Governor that he can do anything, is bent on doing all in his power to put on these Portuguese or anybody who is likely to oppose the Company and Mr. Dean.

4. Mr. Butt was appointed by the court, administrator of Lopez's estate, and has set about his work with much energy. He is continually in the store, which is by no means full, and has sent home for a cargo. Meanwhile he has been trying to do a little business by getting Dean & myself to allow him 25% off retail prices, telling each that the other had agreed — a falsehood. He was engaged one day in standing about the road with samples of biscuits and Kenck match boxes with peculiar pictures showing how cheap they were to be had in the store. Altogether, he has excited the dislike and contempt of

retail business. I very fully described his duties in my letter per Court.

J. Turner has saved some money, how I don't know, but I believe he has been in the habit of receiving shipments from home, of goods by each of the Company's vessels, and selling them on the sly.

S. I send to the N. Brit. Mercantile some proposals for insurance on p. of Mr. Bull. He complains that the premiums are too high.

Q. I am informed that Turner has in conjunction with Mr. Bull sent home for some goods on speculation. How they are to come out I don't know, but I earnestly beg that under no circumstances whatever you will send anything for either of them, or indeed anything even or freight to be sold by anyone in opposition to the store. It is stated that the Govt. are being urged on to attack what they call the monopoly of the Company and Dean, and I think we shall have to some extent to unite to defend ourselves. What is to prevent Mr. Bull from making the Governor contract with him for 200

town coal, and to manage to get out a cargo?

10. I was not so well pleased with Capt. Dyer this time. I knew he sold a quantity of goods despite the restriction, and I discovered that in many instances he was not over careful about speaking the truth. He got drunk, too, oftener than was necessary.

11. I am sorry to say that the Fairy is aground on a reef in Shallow Bay, and there are fears expressed that she may go to pieces. This will be an unfortunate check to Mr. Lindsay's operations. She is landing the sheep from New Island on the West Falklands, in order to give the land a spell, it having been eaten down by the stock, which now amount to 5000 or 6000.

12. While I was at Darwin H.M.S. Scout arrived from the Pacific for England. I did not know of it until I got back to Fitzroy on my road back, when I overtook her, and found she was to leave next morning.

Being a good deal tired through riding over 70 miles at a stretch. I did not write a despatch.

I am, Sir,

Your obedient servant,

Edw. Cook.
Colonial Manager.

Enclosures noted on a separate sheet.

P. S. As I know Mr. Dean is writing very fully to his father about the state of Stanley, it might be worth your while to have a talk to the latter. ——

Enclosures for despatches
42. 43. 44.

Per English mail.

Originals of despatches –
Shipping list
Cash Book & Journal Dec. & Jan.
Dec. balances.
3rd Qr. 183 - £530 . 5 184. £67. 9/-
Produce Return
Store Cash vouchers Jany. & Feby.
Speechlile on Rams.
Correspondence:–
C. D. Young & Co to Cobb & reply.
Governor to Cobb 4 letters
Bertrand " 3 "
Bull " 3 "
Cameron " 1 "
Turner " 1 "
Cobb to Bertrand 3 "
" Governor 3 "
" Bull 1 "
" Belgian } 1 . to forward
" Minister } 1 copy of same
" M. Bertrand & Mrs. Lowes
Blanchi's account.

French mail.

2nd 184. £67. 9/. 185. £250. 186 £20. 9/.
Despes. despatches 41. 42. 43. 44.
Letter for Coleman.

Colonial Remittance
Governor to Coleman 4/.
Steam Coals by delivery. 9/c. 822 tons.

The following will be required by the first opportunity in addition to what has been sent for at different times:—

3 cwt. White lead (much wanted)
3 " Black paint
6 doz. small hand saw files
8 Boilers
12 Jars
6 Gall. Iron Mowers } See despatches.
6 doz. assorted flower pots
2 " potato forks.
1 Set Cart horse gear
25 Boat knees in bronze 1 in. thick
25 " " 1¼ "
1 doz. " for breasthooks
1 doz. Conch spikes assorted 2½ @ 6 in. 12 @ 20 ft.
6 Dutch hoes.
3 of each size American screw augurs 1, 1½, 2 in.
1 Mending ladder 50 ft. long.
½ doz. 9 in. cross cut saw files
½ " " dovetail saw files
12 doz. Wine glasses different patterns
6 doz. cups & saucers tea & coffee
100 Deals 3×9, two cuts on; flat.
50 " 3×11, one cut on flat

If you have space to fill up, there is demand for a whole shipload of timber, so many sections of land having to be built upon.

Fredk. Cobb.
Colonial Treasurer

Stanley. 1st March, 1869.

Supplementary enclosure, made up for the late bag, viz:-

1 Indent for sundries

Produce return left out first parcel accidentally.

Ted v. H.

Sir Adm. Ryder
on Staff of Portsmouth

Port Edward Stanley Falkland Islands
Stanley 6th Jan 1869

No 10.

Sir

I have left to record My
regret that I have but little to communicate
excepting the arrival of the
vessel. I was on board first myself
but, notwithstanding my efforts the
Paymaster and Commander-in-Chief
could not be induced to believe
that the supply of good Steam
Coal the first to have supplied to any
of H.M.'s Ships for 18 months. The
coals I got from the Inspector's Yard
are much the best in the Harbour,
but it is hard fighting against
recommendations, and I cannot hope
for better luck with the Bone.
Nearly all outward bound Pacific
ships call for coals, and it would be
well worth while to try to make some
arrangements before they leave.

2. I regret to inform you of the
death of Mr Simms Boatswain's Yard on the
29th inst. The cause was rapid con-
sumption, and you may be able

I have the
Secretary
Admiralty
London

Per Victoria.

No: 46.

Falkland Islands
Stanley 27th Mar. 1869.

Sir.

This vessel is at last ready for sea, having completed her repairs and spent nearly two thousand pounds on them, which I believe Mr. Dean advances on bottomry.

2. The Boer arrived on the 17th inst, and I am happy to say, deals with the Company both for beef & coals. She has taken at present 76 tons of the latter, and will carry about ten more on deck. She is waiting for the Foam, which is hourly expected.

3. The Elizabeth Brown is nearly 110 days out, and I imagine that she must have been damaged or detained by the gales reported by the Boer.

4. Charles Ringsford has at last drunk himself to death, having expired yesterday morning. He was

F. Coleman, Esq.
Secretary,
London.

understood to be well connected at home, and perhaps you will have an opportunity of mentioning the event to some of his relations.

5. Referring to what I wrote about the sale of the Foam, I have since learnt that the Governor has acknowledged that his letter asking for tenders was a sham, and that, guessing that neither would offer £900 at once, he, to use his expression, took a kite out of Dean and myself.

6. The Government are now so divided among themselves, that we may find something turn up to our advantage. The Governor has quarrelled with Mr. Bailey, and is believed to be on bad terms with Capt. Elliot and Dr. Watts. Dr. Macfarlane does not speak to Mr. Bailey, who, in his turn, has cut Capt. Elliot for months, and has lately resigned his seat in the Legislative Executive Council.

Mr. Hall, at variance with almost everybody, and governing the Governor, appears to have a rival in the Govr. favour in the person of Dr. MacClinton, who has made strides in the last few weeks. The two surgeons are at daggers drawn; and Lastly. Mr. Griffiths in a sad fright at the situation has got a certificate from Dr. Hall that his health is failing, and is to pretend to be going home.

7. The Governor refuses to grant my request with regard to the Section west of Fetzers.

8. Mr. Bethune commenced to dip the sheep last week, and by this time must have nearly finished the first dressing, as he was doing about 3000 a day. When the shower leaves and the mail is in, I shall take another round and see the process which I understand from Dr MacClinton, who was out there professionally, is a wonderful sight.

9. I sent you a slip cut from the Times on preserving meat, and shall be glad if you can learn anything about the process. And if you could get a receipt for making extract of beef like Liebig's. I see no reason why we should not utilize our Camp killed beef, which cannot be salted. By the by I saw now killing beef from Fort Louis, that for fat and flavour, I have never seen excelled in England.

10. We have not flour enough to last a fortnight, and I believe that the Directors will consider us justified in writing to Messrs. Cross & Co for another shipment at any reasonable freight; for it will be a serious thing if we have to buy flour for the Camp from Oran at 30f. per bag.

Without more to add

I am, Sir,

Your obedient servant,

Enclosure.
Private slip.

Col. Gordon.
Colonial Office

Per Victoria.

No. 4.

Falkland Islands &
Stanley, 30th Mar. 1859

Sir

The Boer will not take the extra ten tons of coal as at first intended, so I am able to forward you by this opportunity a Navy Bill for our supplies, which are as follows:

Coals 76 tons @ 60/.	£228. . .	
Beef 7212 lbs. @ 2d.	20. 4. .	
Vegetables 606 lb. 2½	6. 6. 3	
Fresh Bread 32 lb @ 3d.	10. 13. .	
	£265. 3. 3	

I enclose a letter of advice, which please forward as addressed.

2. Capt. Egerton has also given me a bill for £50 which you will find within, and I have the promise of a further one from the Dean for about £150.

I am, Sir,

Your obedient servant,

Fred. Lloyd.
Colonial Manager.

Enclosures.

28. Wednesday 31st March. The Victoria still remains in Port William, and as the Team anchored about 2 a.m. today I am able to acknowledge them not to answer fully your Lr. paras 370. 6. 7. 8. 9. and 380.

2. 375-9. The Team appears to have sold very badly, and I much regret that I did not send it to Valparaiso on that score.

3. Par. 11. I saw your letter this morning and claimed it, but Mr. Lyng would not give it up. Since reading your letter however I have no doubt I shall get it.

4. Par. 14. The only vessel here on the Team is Victoria, but waiting for the cessation of a severe S.W. gale.

5. Par. 17. It was impossible to carry this scheme out, as the scab was never eradicated from any flock.

6. 377-3. Please charge me with £50 on a/c of passage money

I almost thought the Directors would have changed the actual cost of provisioning &c. especially as I had no family to cause them expence when it came out.

7. Cakes on Stones. Nothing could have been better than the Hull cake we received in Mahilla. I shall endeavour to sell the medicine chest, as I bought the Malvern's for camp use. The Quarts sent arrives here, both in original and copy, a bright blue, which is objectionable. The quantity of Infants food was given me by Dr. Macfarlane, who will use it advantageously for his patients. I see no remark about the Belgian Consulate property being forwarded.

8. 378-2. Capt. Miller told me he thought Capt Couch would drink if he had a chance. I hope this is not the case. Par la Sam sorry to see goods coming out for Mr. Hull. Perhaps they are coloured prints from Carter's in Regent St. for which the Rev. gentleman found a ready sale some years ago.

9. 330 - 1. The Megara will procure require coal, and if she takes it from us we shall have but little left worth selling. Par. 3. I thought there was a mistake about the beer casks.

10. The confidential letter is of great value, and I shall not fail to be guided by it.

11. Two men named Wright and Andrew Watson have struck in the middle of shipping at Darwin Harbour. I have summoned them to appear on Monday, and shall endeavour to get Mr. Griffiths to deal with them severely.

Rec'd. Colonial Secretary's Office.

Colonial Treasurer.

Enclosures.

187. 1st En. Egerton on Geelong £50.
188. " Mayor Colonial Treasurer £200.2.3.

Per Victoria.
No. 48.

Falkland Islands.
Stanley. 2nd April. 1864

Sir.

I write yet another despatch of a few lines in order to enclose 1st of Bs. for £150 given me by Mr. Dean on account of his store bill, which, owing to the non-arrival of the Elizabeth Bowen now exceeds that amount by a few pounds.

2. The Bowen sailed yesterday, and I believe the Victoria is to leave positively tomorrow morning, after being here considerably over three months.

I am, Sir.
your obedient servant,
Fred. L. Cobb.
Colonial Chaplain.

Encl.
1st Bs. Dean on Dean £150.

T. Coleman. Esq.
Secretary.
London.

Falkland Islands
Stanley. 2nd Sept. 1869.

Sir,

I cannot send you correct information until Lennie the party start return from the camp. If you like to have an approximate return, you shall have one; but I expect to get the camp Manager's count in about a fortnight. The return of imports is being made up.

I have the honour to be, Sir,
Your obedient humble
Servt
Fredk Hobbs.
Colonial Manager

H. Hayne Esq
Colonial Secretary
&c &c &c

Falkland Islands &c.
Stanley, 23rd April 1869.

Sir

I had the honour to receive, at Darwin Harbour, Your Excellency's letter of the 16th inst. and now return in accordance with Capt. McAuliffe's instructions the triplicate receipt he left to be forwarded to England.

With regard to the exchange of receipts, Capt. McAuliffe's statement does not quite agree with my recollection of the conversation I had with him on the subject. On hearing from him that he had given up the original of the set, I told him that he had

His Excellency
Governor Robinson,
&c. &c. &c.

done wrong in doing so without talking the matter over with me. holding, as I do, the appointment of agent for his owners; and that he would be still further wrong in giving up the other receipts, which were satisfactory to him and contained all that was necessary to relieve him from liability, before deciding in what form the amended receipts were to be drawn up, as they might contain matter prejudicial both to himself and his owners.

In case that Your Excellency should wish to have my statement verified, Mr. Switzer, who was present at the conversation, has informed

informed me that he is prepared to confirm it.

I may add that I had an idea that Capt. McAuliffe was going to get under way when he did.

I have the honour to be

Sir,

Your Excellency's very obed.t Servt.

Fred.k Cobb.

Colonial Manager.

Copy
Certificate

Government House
Falkland Islands
5th April 1869

Received from Captain Jeremiah
Mc Auliffe, Master of the Antonio
Vinent fourteen ozs of Gold
marked and numbered as below.

Marked	Numbered
Bank	
Newfoundland	194
d	195
d	196
d	197
d	198 to 310 ok.
d	313
d	316
d	317
d	318
d	319
d	321
d	321
d	322
d	331

signed, William Robinson
Governor

signed H Berry
Secretary

Per Foam.

No 49.

Falkland Islands.
Stanley. 30th Apl. 1869.

Sir.

I last wrote per Victoria on the 2nd inst., and enclose duplicates of despatches 46. 7. 8.

2. 375-2. Finding that we are out of flour, and that the H. Bathurst's supply will last but a short time, I have instructed Messrs. Croes & Co. to ship 1000 bags next time, as it appears they can only induce a Captain to call about once in eighteen months. The flour per Ellen Lamb cost as nearly as I can calculate 2/6 per lb. cost, freight, insurance, and landing expenses, but it was unusually low. The last shipment, viz:- per Speedwell was about 1 3/4.

3. Par. 4. I am sorry I addressed my application for Lloyd's Agency wrongly, but I dare say it will not make much difference. I believe

F. Colenso, Esq.
Secretary
London.

the Liverpool Underwriters as an influential body. I send the agency of this order to Mr.

4. Par. 7. I showed the reply from the Florence Co. to Mr. Bailey, who replied that the lever would be very useful to his machine and showed me the place where it fits in. He please obtain it for him, even though he should have to pay something for it.

5. Par. 8. I send a complete list of payments on a/c of the Zoological Society, which I think will elucidate the matter. I am sorry there should have been a mistake. The horse I shall have sold at public auction.

6. Par. 10. Since hearing of the superiority of American tobaccos in the matter of strength, I have purchased about 5 cwt. from the Whalers at 7½ per lb. being pkg tobacco too old for smoking. Capt. Parker wants a quantity of this.

7. Mar. 12. I am gratified to hear of the improvement in the wool market, which if it continues until the new shipment gets home will tell considerably in the value of it, as it is so much better got up than that per Athole. 391 bales are pressed, and there are fleeces to the extent of 70 or 80 bales more waiting an opportunity to be made up. I trust I will cause the Directors satisfaction to learn that Messrs. Reichard & Smith have given me a written discharge from the contract for hands from New Zeland, being desirous of proving that they intend to deal straightforwardly with the Comp.y and of preventing any one from saying that I, to Messrs. Reichard is taking any underhand advantage of the delicate position in which he stands. I shall not fail to take advantage of your warning with regard to produce of penguin oil I have been in the dark about, seeing it quoted nowhere. Of the oil per Athole was worth £25 @ £28, such stuff as it

was, that going for Victoria Tatham should bring a much higher price as it is the cleanest sample I have seen yet. In getting this cargo nearly half the cost of it was returned into the store by the vessel and men.

8. Mar. 13. The freight was noted both on Grant and Packer's B/L. I had some difficulty in getting £2 from the former, who distinctly refused to pay primage, and had his oil not been shipped, we must have taken in ballast costing £1. per ton.

9. Mar. 17. I have before stated that I should not like to see Cain master of the new schooner; supposing that Capt. Nickels could not be got, I am very much prepossessed in favour of John Stephens, make of the boats for four years, and an able navigator;

he came out with Captain Smithers, and has for more than a year run the Perseverances with great care and attention to the Company's interests. If then you could send her out under a master for the voyage, I should much prefer it.

10. Mr. Griffiths has an idea of going home with his family in the Victoria Latham. I presume that Mr. Bailey will be Deputy Chairman of the Court, but who will be put on the Legislative and Executive Councils I can't think, unless Mr. Bell. Dr. Macclinton was put on the Executive in place of Mr. Bailey a few weeks ago.

11. On the 5th inst. Wright and Watson were brought before the Court, and as they still refused to work, received 21 days hard labour. They sent to me directly after they got inside the gaol, and wished to have another chance; but I made them go through with it. This has done incalculable good in the Camp.

12. The Fairy having been temporarily patched up, has sailed for Stanley, where she has

been home down to have a new keel put in.

13th The Antonio Vincent arrived on the 3rd inst. with a portion of the crew of the Blue Jacket, from Lyttelton, which caught fire off the Falklands (abt. 150 miles) on the 9th March. In the boat were 11 bars of gold, which Capt. McAuliffe of the Antonio Vincent gave up to the Governor in exchange for a receipt. An enquiry was held at Court, where I went to watch Capt. McAuliffe's interests; but was told by the bench that being a magistrate I could not sit as counsel for anybody. After a long and vexatious Enquiry which came to nothing, and a prosecution of the Blue Jacket's boatswain for felony, which was simply waste of time, Capt. McAuliffe was not wanted any longer; but suddenly the Governor tardily discovered that he had committed himself

in the form of the receipts he gave, and ordered the Captain to give them up for others. This I advised him not to do until he saw the form of the new ones, and also told him that if he got a fair wind out of the harbour, he would do himself no harm by going with the first receipts, while quite cleared him from any responsibility, and he would then stand no chance of being humbugged and delayed any longer. To my surprise I found next morning that he had got under way at night, and had run ashore near the Narrows, but got off again with the tide. The wind being northerly, he attempted to beat out, but failed. At this juncture, being unwilling to keep my horses in any longer (having been prepared to start for some days) I left for Darwin Harbr. After my departure, however, Mr. Leyny went off, had a great disturbance, and brought the Capt. ashore, drunk, took him to Government House, where the Governor rated him severely, and

obtained the receipts from him, he telling the Governor the whole of and more than the advice I gave him. Finally we left on the 19th inst. I was advised frightfully by the Government and received a long letter from C.S.; but I managed to smooth matters pretty well as the accompanying correspondence will show. I believe the gold is to go per Bezora. The ship (St. Vincent) is one of Richardson's of Swansea. I have had more trouble with it than I should with a dozen others as the Capt.n not only quarrelled with Brain, Bailey, Griffiths and others, but got me into hot water with nearly all the Colony, through his insubordinate and violent temper. Enclose a letter to Messrs. Richardson & Co. which please read, seal & enclosures and forward to that firm.

14. On Friday the 16th left for Darwin, arriving about 1 p.m. the next day. I found Mr Bertrand hard at work dipping sheep; he had dipped 20,000 the first time, ~~work~~ including all the ewes and lambs, and a few wethers for Stanley, and was putting the ewes and lambs through a second time, leaving the old wethers, about 1,000 in number, to be dressed afterwards; this for two reasons, because the latter are always the last to suffer from scab and because he wants to get the rams into the flocks by the 1st of May, and it would not do to harrass sheep in the tupping season. The following is the course pursued;- about 5 p.m. the furnaces are lighted, and the tobacco is boiled until twelve, when both watches of boiler men turn out, empty the boilers into the trough and fill up again; this done, two men keep watch, and the rest go to bed. At 6 a.m. all turn out, and the sheep, are driven down from the first yard into pens alongside the trough. There, any with hard scabs

are put aside into a separate pen and scarified, i.e. their skin after the wool is cut off the affected part, cut in notches across and across at intervals of about 2 inches, and a decoction of tobacco, spirits of tar, and corrosive sublimate pawed into the wounds. The next day they are dipped. Those showing no sign are passed through a gate close to the end of the dip, and thrown in headlong; they swim towards the other end, and alight on a stage or inclined plane, which goes to the bottom of the trough and has battens nailed across to give foothold. Before arriving at this however they are assailed by Mr. Bowland and another, who hold in their hands long "crutches", and repeatedly duck their heads under, in their progress through the trough. Arriving at the stage before mentioned they stop to drain off the water, which runs back into the trough.

and are afterwards let through a ~~second~~ gate into the second yard, from which they are driven away to their respective stations. The dip is a trough, 30 ft. long 3 ft. deep, and about 3 ft. broad at the top by two at the bottom. During the day I was there, 2,500 sheep passed through up to 3 p.m. when the boilers got behind hand being only six in number, and work had to be stopped for want of hot water. The sheep go through at 120° Fahr., and as soon as this has come down to 105°, work is stopped for more water, which has to be pumped out, as there are no taps this year. I am happy to say that only one death has occurred during the dip, and that was of a ewe, which went off in fits after coming out. The sheep that have been dipped look surprisingly well, scab so far has been completely arrested, and the most incredulous are beginning to believe that the turn in the Company's fortunes has come. It will not do however to exult too much until after the winter.

15. Mr. Dean has just mentioned to me with great show of indignation that his father has received a claim for average on the oil per Athole. This oil was shipped in Stanley before going to Darwin, although the Bills of Lading were not made out until the vessel was about to sail for home; however, an attempt can hardly be made to deny that it was on board at the time of the accident. Mr. Dean will try to make out that the oil was shipped chiefly to oblige me, whereas it was quite a matter of convenience to himself: he asked me what I would ship it for, I replied 40/; he refused to ship it; but finding I did not reduce the price, after some days' shuffling he asked me to take it.

16. Referring to my despatch 44, par. 6., I have since thought, perhaps too late, that William Cameron the Darwin storekeeper (en

(Epsilon) would take Turner's place very well; he is a man of very pleasing address, and possesses a great deal of intelligence coupled with habits of industry. If, therefore, you should not have sent a man out by the June mail, I should be glad to give Cameron a piece, and it would be necessary for you to send out another storekeeper for Darwin Harbour, who, as long as he is honest, need be no very shining genius, as his work is very simple. I also think you would do well to send out a rough stonemason, not an impostor like Stuntz who came per Nogel, but one who really knows how to put one stone on the top of another. I also beg you will avoid sending any more men chosen by Mr. Biggar, who appears to have taken in the Company shamefully, as the following, I am assured is the manner in which several of our men have been engaged:-

Mr. B. (to itinerant packman)
My man, should you like to go to the Falklands?

Falkland Islands & Co.
Stanley, 29th Sept. 1869.

Sir,

I asked Mr. Griffiths a few days ago if he could give me a certified copy of the evidence taken on the enquiry into the loss of the Blue Jacket, in order that I might send it to the owners of the Antonio Vinent by the present mail. I was told, however, that I could not have it without Your Excellency's permission, which, therefore I have now the honour to apply for,

and to remain,

Sir,

Your Excellency's very obt. servt

Edwd. Eliott
Colonial Manager

H.E.
Govr. Robinson &c.
&c. &c. &c.

Packman. What are the Falk. lands?

Mr. B. They are islands in the South Atlantic Ocean.

P. And what should I do then?

Mr. B. You would be a shepherd. Have you ever seen a sheep?

P. Yes, Sir.

Mr. B. Could you tell a sheep from a goat?

P. Yes, Sir.

Mr. B. Then you'll do.

And after a short parley the packman is engaged as one of the Company's shepherds.

John - Mr. Bowan was a packman, his notice was so short that he came out with his wares, and sold them here.

17. The barque Optima from London for San Francisco arrived here on the 24th inst. for water and a little fresh meat, which the Captain prefered paying for in smoking tobacco. She was in the Downs on the 5th Feby., so anticipate seeing the Victoria Latham shortly. She left next day.

18. I have just heard from the Elizabeth Brown, which arrived last evening that the Victoria Pathan lost her foremast, bowsprit, and both anchors & chains in the Downs, and had to put in to Dover for repairs. I presume that this occurred in the Downs on Feb. 12th and it appears strange to me that I should hear nothing of it except what Capt. Serjeant told me, although the Elizabeth Brown did not leave until Feby. 23rd Dean has a most unfortunate start with his cargo.

19. The Governor and Mrs. Robinson had a most fortunate escape from drowning last evening. They were getting into a dinghy from the Govt. yacht, and Mrs. Robinson and a large dog jumped in at the same time, and overturned it with the Governor and a boy as well. Mr. Robinson had a rope, and the boy held to the dinghy; but the Governor had sunk twice before he was rescued by a shore boat. I am, Sir,

Your obedient servant,

Edw. Cook.

Colonial Manager

Colonial Remittances.

James Campbell to Robert Campbell.
Greenlaw. ns. Brechin. Forfarsh. £5.

Enclosures.

Per French mail.

Duplicate of this despatch 1 46/8.
Letter to Richardson & Co.

Per English mail.

Camp Stanley Waypoultum
Produce "
Live stock "
Shipping report
~~Stanley Mon~~
Cash Receipts March & April
Cash Bk. & Journal Feby Mar.
Ledger balances to Mar. 31.
A/c. of payments to Accounts
Bertrand to Cobb Feb. 26. 27. Mar. 4/2). 8. 12. 14. 19. 25. 29. 31
Governor to Cobb. Mar. 13. 15. Apl. 16. 27.
Griffiths " Mar. 11. 16. Apl. 20
Myng " Mar. 13.
[redacted]c. Auliffe " Apl. 16.
Cobb to
Bertrand Mar. 1. 5. 10. 18. 21. 22. 23. 31. Apl. 24. 26.
Bull Feb. 23 (omitted last mail)
Egerton 17 Mar.
Myng 2 Apl.
Coleman 31 Mar.
Gov. 15 Mar. Apl. 23. 29.
G. Smith 8 Mar.

Steam Coals per delivery a/c.
695 tons.