Sir,

I have this morning received your dispatch of 17th Aug. 1803, and the enclosure to which I believe one in a parcel not yet delivered.

2. I believe there is no doubt that a proportion of the louter put into a boat for the river the wood, and thus the London weight must always throw a loss.

3. I am 2. Shall make an arrangement with a Cooper here, without troubling you.

4. I will make up an account of fencing for next direct mail.

5. Ink. Mr. Black Hawk's protest is now enclosed. I will write to his Lord late on.

6. Jane. Mr. Raymond at Sandy Point attends to anything sent, but there is little to be done there; the government now send the mind August 4th.
A letter from Mr. Adams to Mr. Quincy, dated 27th January 1807, expressing surprise at the sudden and unexpected departure of Mr. Adams, who was expected to stay for another four months. The letter is written in a hurry, indicating the unexpectedness of the event.
10. That report to me a
completed clearing account and the
return of strangers in the Leeward
Islands is not in yet. From a letter received
yesterday from Mr. Ray, however, I find
that the total ships will be as follows:

Already shipped 4200
Before 38, strangers 26
Alumni 24

York Line 92

1115 guns of the
present increased weight, being a great
advance not only on last year, but on
my estimates for this year. Roth well,
Mr. Ray, for a detailed account of this
ship sent by Capt. Jones last year from
Waller Bank, but he says that for want
of accommodation the stock is kept so
much mixed that it is impossible to
give more than the total.

11. It would be desirable to
provide the steamer with powerful pumps
and other necessary appliances for
salvage operations.

12. There returns here subject
of the Black Hawk. The steamer returned
on the 22nd of April with four men who
having died on the island on 8th April.
A long and careful inquiry was held, and it
turned out that the men had been
able to supply themselves with food,
although their stocks had soon run out.
Captain Campbell having greatly
exulted over the generosity of High
I hope they
will read with which shows the steps
taken to secure the needs. Before
I knew of the loss of the Blackhawk
I had arranged that the men to carry
chopping materials to all three places
for the second dipping, while the
Tahiti was to go to great difficulties to
clip the allinches and cross but some.
Upon 7 of the crew this was not
expected, and about the Tahiti, which was
already at Darwin in route for
South Island, back to Stanley for
the trust. Alum step staff, hence to
South Island [where we arrived
very early] while the Foremancer was
sent off to carry the materials to
Darwin + Walter Creek. Then to pick up
their boat, then the wood and do other
work. I how the Court day that on
arrival of Campbell Island, I have seen everything clear up, and sent the 
Fairy (commanded by a man who is no navigator) to Staten Island. What would
the underwater have said if I had not gone through the form of advertising in
Stanley, as I did? When I finally engaged
the Fidalgo Island, I believed her seaworthy, and
did not seem to blame me because
she afterwards proved not to be so.
The days elapsed between charting and
calling, and yet not a word whispered
anything about unseaworthiness. You
will see I was not allowed to address the
Counsel, had I been, I intended to say
that having got a record behind me to be
seaworthy, the question as to the superiority
of the Fairy or Deaconess should be
put on one side; but if not, I should
ask the Court to consider whether after
all I was bound by Capt. Campbell’s action
after the loss of the schooner, to reward
their ship on the 8th April 1870, the Captain
and some of the crew of the ill-fated ship
reckoned on Staten Island arrived here,
that on the 4th. the Government would
remove pork and to the relief of some of
the crew [illegible] in account of
of the Board of Trade, and put it to
them whether if the Terny was better
than the Felix, Mr. Farquhar meant
better than the Terny? Capt. Campbell explained to me properly
that the master of the Baltic Cheese
positively refused to bring any away
I believe I ought without doubt have
thrown the whole matter on the Government
The crew will shall be fitted up
and sent for Ramore.

13. 102 ton. horse called
was sold last year at Black rock. I
have now a supply for fully seven
years. Steam coal about 30 tons.

James S. M.(illegible)

St. Ann's Island.

I. Mannay.
1. To Mr. B. 300.01.
2. Retained receipt without bondment.
3. Copy of said receipt.
4. Copy of proof of lease.
5. Signed by objections.
6. Will keep a record.
7. Will keep to record.
8. Will keep to record.
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157. Will keep a record.
Cheltenham, 12th May 1861.

Dear Sir,

As the vessel does not leave until 9 o'clock, I have time to add a few lines, and although I have already sent estimates of wool forward, I will repeat them, and show how they will be distributed.

1. 66 bales.


The estimate will not carry over 100, in addition to say 4000 casks of linseed, and 2000 bales, to which may be added a further shipment by the Farmers.

2. The cargo was not landed until to-day, after dark last night, and had it not been inadvertently calm all

F. Coleman, Esq.

Secretary.

London.
day it would have been impossible to get the lighter backwards and forwards. I am going, if there is
eight enough precisely, to photograph the steamer as she lies, showing how inconveniently she is situated for working with our present appliances. A launch is an absolute necessity and as the
Direxion are about to construct a canal in the shape of a steamer I hope that there will not be the slightest difficul-
tly about this great.

Jane E...
your obedient servant,

Edward Shute.

Manager.
Falkland Islands Co.

Stanley

Benev

German

London

4/4/83 25 cts. Brandy 50 cts. 17.25 0 0
4/7/83 52 cts. Wine 17.23 0 0 10.10
4/8/83 10 cts. Whiskey 20.0 0 0 0
4/10/83 50 cts. Ale 150 cts. 6.3.15 0
4/11/83 30 cts. 120 6.3.0 0
4/12/83 20 cts. 120 3.1.0 0
4/13/83 1/4. Sherry 2.6 gns. 7.2.12 0

Value £ 300

25th May 07.7.0

Rebhun & Co.

Stanley

Lamb

Exporter

25th May 07.7.0

Rebhun
Shanlyy
16th May, 1881.

Sir,

As arranged at our late interview with Your Excellency, we have now the honour to place before you our views as to paragraph 10 of the Port Regulations.

2. We believe that the regulation with regard to bunks which at present exists is adverse to the interests not only of ourselves, but, in a far greater degree, of steamer and sailing vessels visiting this port. Vessels of both classes have frequently to go alongside buicks for the purpose of receiving and discharging cargo, and the advantage of being near and opposite to the usual landing

His Excellency
Governor Kerr,

[Signature]
landing place, instead of being placed to the eastward or westward of the prescribed limits are too obvious to require explanation.

Should it be suggested that the bulk of these vessels might be taken along with and stored to the volcano, we have to remark that our principal receiving hulks are too large to be moved with safety; and that if they could be the loss of time especially when cleared, it is fully acknowledged it would be an insuperable obstacle.

3. We further say most respectfully, that the regulation to which we refer has been fairly admitted to be impracticable or unfeasible by one after another of Your Excellency's predecessors, for it has been infringed, year after year, as far back as the recollection of either of us goes, without anything having been said about its breach of the law which unquestionably was
committed: as, therefore, beg leave to suggest for Your Excellency's consideration whether it would not be better to cancel the regulation altogether, and substitute for it one of a more workable nature, which would still leave complete control over the harbour in the hands of the Governor. This would be effected by substituting for paragraphs 10 & 11 of the regulations now in force the following:

10. Bulk's intended to be laid down permanently shall be moved in such lengths only as shall be assigned to them by the Governor.

11. Any bulk's intended to be removed temporarily from their bulk for the purpose of receiving or discharging cargo must be moved under the direction of the Harbour Master.

We have the honor to be, Sir,
Your Excellency's most obedient servant,

[Signatures]

John Dobie
Manager

[Signature]
Baltic Islands Coat.

To the Hilario British Whesman London

[Table of figures and amounts]

25th May
Value £ 45 3

Sgd. May

[Signatures and dates]
I have the honour to acknowledge receipt of your Highness's letter of 20th March, in reference to the destruction by fire of the large G. F. Handel of Brussels, and the enquiry into the circumstances of the case.

I beg to point out that I have misunderstood 5/15 of the law of 27th July 1877, which I understood to mean that the Consul was obliged in case of a casualty to take the necessary steps to hold an enquiry, failing which he was

The Highness

The German Consul

Berlin
according to paragraph 2 of
the circular accompanying the
law. It would appear that
there is a probability of my having
to lose the amount of the fees
paid to the assessors, but I
would venture to suggest for
your Highness's consideration
that in the case in question plans
a heavy loss to Underwriters had
resulted from the spontaneous
combustion of the cargo of coal,
as to the causes of which, a
difference of opinion is understood
to exist, even among experts.
It was desirable that I should
have the assurance of two
shipmasters, while the presence
of the Recorder or Treasurer of the
Colony in his official capacity
was of material value to me.
I trust therefore that at least the fees paid to these will be allowed.

With regard to the fee for the interrogation of witnesses, the number of which was 13, I conclude that same to come in my account for this to the Government.

I have the honour to be,

Sir,

Your Highness's most obedient
Humble servant,

[Signature]

Imp. German Emperor.
Sir,

My last despatches went for Theben via Sandy Point, since when I have received original of your 1st Oct for Helian, which arrived 25th ult.

2. The last number for Helian is 4727, the first for Theben 4729, what in the two between? You do not say if freight is to be collected on the Commissioners and Commissioners' cases by last mail.

3. By the Dennis Florence about to sail, I am sending the Black Hawk. Chronometer in charge of Captain Thomas, who has kindly undertaken to keep it going. The fear of others I retain for use on board the Fairy, her medicine chest. I shall return by the Helian for the nose steamer, for which the first named Chronometer will come in.

J. Coleman Esq.

Secretary, London
4. I would be a great convenience in coaling steamers if we had small coal carts holding 200 each, which could be filled in readiness. What would it cost to supply carts for 100 or 200 tons, and how long, with careful usage, would they last?

5. With reference to the Nation, inquired on board the Fairy, I have to report that Captain En права has paid him a sum on his own account, more than matched in the first instance.

6. I have made further inquiries of the steamer as to her losses. Mr. Clymo says that he estimates his at 1 in 5 or 10, and Mr. Bonn's last year last 1400 out of 11,000, or nearly 13 per cent.

7. Notwithstanding Mr. Megrig's condemnation, little dip in porks proving to be a great success; Mr. Bonn's lots in fresh water that
it has much improved his sheep already, being a complete cure for skab, and from Kappnia. Sheep suffering but good accounts, some very pretty sheep dipped not long since almost bare with skab having been handled a few days ago, and in W. Clay's words: "Every one of them was perfectly cured, and a strong growth of wool." The cost of many dills, dip at double strength is not 1/4 of that of tobacco and sulphur, and it seems likely just now to surpass all others; a great quantity will be sold next year, and I recommend the order to be increased to 5000 to 6000 gallons.

7. In my 305—10, I complained that the accounts of produce sold in 1860 had been kept back so that the profit and loss statement was based on the produce of 1879 and the expenses of 1880. How unjust to the Island administration this is is now shown by the figures, by which I see that the produce of 1880 realised $23921, or $5347 more than that
of the previous year. To have the profit was actually greater by just that amount. When the balancing of the books was altered to December we had only one cargo against 18 months' expenses and of course showed a loss. To put it straight once and for all it will be necessary to have two years' produce in one.

3. The demand for all kinds of building wood is again springing up, and it has been suggested that a vessel with an accredited cargo direct from Norway would provide a very cheap supply. Half-framed houses can be got in that country on very reasonable terms, and it would be worth while testing what a vessel of 200 to 250 tons could be chartered for.

4. By the steamer 1 ship wood from Denmark. Waloock, Lindy and Black Islands, and a portion of Mepa. Seekin, ship. Name is a tale of Captain Seekin. He has landed two bills. Cambridgeport E. The Bear.
vance should arrive from South Arm, with 30 bales more before she steams sails, but as she and the 'Fairy' have both made long trips lately, it may come in too late.

10. The Governor has ordinance, before the Council deliberating certain amend- ments of the Merchant Shipping Act and the 'Non-Employer's liability' bill to the Colony, and for providing a close time for sealing round the Islands. This is a piece of fancy legislation in my opinion; sealing was never a real benefit to the Colony, as it only produced a drunken, bony, floating population, making large sums by fits and starts, which were thus spent in the public houses, the proceeds where round the court, gaming on ships and tables; drunkenness has unquestionably decreased since the sealing days were over, further, nothing but armed force can prevent the Americans from poaching.
The Act would possibly be called "An Ordinance for the management of drunkenness and riotous living, and for the better promotion of international disputes.

11. The Acts of 174 and 18 Edward-Englands, expired 17th April, and within a month, i.e., on the 17th May, Sapphir under the lease to purchase all the land thereof. Captain Pole having 6000 acres of 17, and the lease stating that the quantity of land that could be sold on each section was limited to 100 acres, i.e., 100 x 100. It concludes that it would have likely to buy on the 14000 remaining 1400 acres; however, the Secretary in his present letter refers the matter to the Secretary of State, and some justiciaries think it will just raise a quibble about the state of my application, whilst, however, was made within the month? A copy of the clause in the Act is enclosed.
12. As I shall probably have

time, particularly when in Camp in bed,

by making my trips to Darwin in our

steamer, I shall be glad if in planning

the cabin accommodation the Director will

have one room at least that can be, without

turning out the Captain or any of the officers.

As to the working engineers, I am informed

that our Engineers will be enough for a

piece of his size.

13. It is said that the Thomas

lies have an idea of sending out a pilot

and coasting steamer to pick up and

store wool from independent shipper. I

have explained to Captain Beaman that

this is based on the false notions of

derived from some one who knows but

little about the islands. Tell him there

is no firm, independent or not, who, all

other things being equal, would not give

the preference of carrying produce either

to the Company or Dean; further, that

they are now getting produce through the

Company, good will, that he, as agent, is

powerless to influence the shipment of
a single battle ship, good will in
victorians doubt no obstacle in place
in heaving of butting wood for the
victorians now in heavy bolt, but that
of the victorians and built farm. It will
be a sign that they are running in
competition with us, and that in all
probability one to operation which in
their main ship at present will be
turned into opposition.

I have to report with
great satisfaction, which with the exception
of the 7000, mentioned in a late
disable, there was not a single case of
sick in all the fleets belonging to the
British section, or in our green ship
at the winter dapping. We watched fish
among about 2500 ships, there were
52 cases of sick of which, however, of
sick from one to 1000, and
the condition of these section is, therefore,
very satisfactory. In the North Sea
section, sick was very prevalent in these
fleets which were dished experimentally
in line and division, at the moment for: 
The other facts were better, and as already stated. Mr. Clay has accepted a great 

formation.

15. Went to Darwin on the 26th of last month, and remained about a fortnight, during the greater part of which time I was snowed up, without having got in pretty sharply. However, while here I completed some new arrangements which I think will meet with the Director's approval. Mr. Clay informed me that he had received an advantageous offer of partnership in his late brother's firm, and wished to go home this winter to see about it, and, knowing the Director's views about him, spent no hesitation in promising to cancel his agreement as soon as I could make satisfactory arrangements for carrying on the establishment. I have already expressed my opinion that there should be a head at Darwin holding the reins equally over all; but have
The two men met in the morning at the bank to discuss the situation. Early that morning, they decided to divide the work between them.

The first task was to assemble the necessary materials. After that, they would begin the actual construction of the bridge. They divided the work into smaller tasks to make it more manageable.

The next step was to clear the site. They spent most of the day working on this. This task took longer than expected, as there were some obstacles to overcome. After that, they began to build the foundation. The work was slow and tedious, but they managed to complete it by the evening.

The bridge was taking shape, and they both felt a sense of accomplishment. They had come a long way since they first started, and they were confident that they would be able to finish on time.

Finally, the bridge was complete. They both agreed that it was a remarkable achievement. They were proud of what they had accomplished, and they were excited to see the reaction of the community when they saw the bridge for the first time.

The bridge was dedicated in a ceremony that was attended by many people. The community was十分兴奋, and they were proud of the men who had built it. The bridge had become a symbol of unity and determination, and the men who had built it were heroes in the eyes of the community.
where management of the Manukau section is worthy of all praise under the superintendence of Darwin and South Arm sections, but will devote the greater part of his time at first to putting the latter in order. Armstrong, 2nd. officer, will come to Darwin, and a shepherd will be promoted to assist him, and a second 2nd. officer will be appointed for South Arm. Thus the following saving will be effected.

**Current Establishment**

<table>
<thead>
<tr>
<th>Name</th>
<th>Rate</th>
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<tbody>
<tr>
<td>C. Play</td>
<td>400</td>
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<tr>
<td>W. Patterson</td>
<td>120</td>
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<tr>
<td>W. Armstrong</td>
<td>54</td>
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<td>W. Ch. M. Tollemache</td>
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<td>G. G. Dunning</td>
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<td>J. Ras</td>
<td>84</td>
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**New arrangement**

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<td>C. Patterson</td>
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<td>W. Armstrong</td>
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<td>W. Ch. M. Tollemache</td>
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</tbody>
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**Increase** 6 72

**Decrease** 9 08

**Total** 236

Hope this will work, with a view to Darwin. I should have no doubt of it. No. 417 will go by the August mail by which...
time all the changes will have been made, and Glendinning will probably take a passage in the Hibernian having
sailed. Mr. Clay's departure until after Glendinning has left Santos. Mr. Shaw promised to give you of his leaving
by telegraph, which he wishes communicated to Mr. Lefroy, and the message will be 'Any leaves August inform
Lefroy.' The Director will be glad to have the earliest possible intimation
of the change.

16. Since writing the foregoing, Shaw received a letter from Mr. Clay dated 15th ult., in
which he says: 'Since writing you on the 11th. Shaw seen old
Mr. Lefroy, and he quite confirms Glendinning's report of travel from<br>Abras and Wancer Harbours in favour of hilly def. Shaw sampled
of wool from both places, which looks very well indeed.' These
reports will continue to be as satisfactory
until next shearing time.
In arranging to pay 25% on goods out in lieu of freight, interest, commission &c., Mr. Ballard has apparently been astute enough to make a very good bargain for himself. Knowing, as he doubtless did, that his purchasers were comparatively cheap and bulky, and some of a kind that would cost in freight considerably more than you have actually charged him. In instances in your previous

on stores for Mexico you say Arnold had charged $161.15 for the wool which was paid to measure 25 tons and upwards. 25 tons at 50¢. 10¢ would come to $65.12.5, while 25% on cost is only $40. 0. 0, a loss of $25. 0. 0.

There is also a loss of interest on the

stores, while cash would bear interest from date of payment. Again, there were ballast shipped by the Seabright at 50¢ per

Each ballast measures 40 x 3.5', i.e.,

exactly one foot cub., 4.30 of which go
The box, 1000 barrels, shingles measure 2½ tons or 29% × 5% or £5.9.6 freight. oak barrels cost 100l. for 1000, 25% on which in £4.7.6.

I cannot see by the accounts whether these were taken at the same rate, but if so then Company at £4.7.6 each out of pocket.

18. There was a error in my remarks on preceding cargo about the importation of oak hoops, which had been unaccountably overlooked.

As regards the oak hogs, the case is совершенно false reported, before taking ships to land them. Directed big girl to make a searching examination of all of them, and by reports tarpaulin of the five more or less defective, and absolutely useless for the purpose for which they were ordered, i.e. as war pieces. There shingles or all creditors, but to return them by the ship. Would it not be better to employ a trustworthy man from a dockyard?
To select things of this sort?

19. As regards calling at Dartmouth for the convenience of passengers, it is not a point worth urging upon the Steamers Company, as I believe everyone but the pilots and others who cannot help themselves will go through in little steamers: first-class passengers, certainly, will as a rule only use their belonging and Montevideo.

20. I should like to know what effort the help is likely to have on the steerage of a steamer: I can say from experience that a steamer landlord's steersman entangled at once. Has any arrangement for calling it been brought out? This will be a serious question in steaming at night. Should the engines, with the capability of working up to great power, for an auxiliary, have would be of little service here in

21. I have just been looking for a lot of new books for the Darwin Library, which please get out no baggage, if possible, at all. Perhaps the Director would like to subscribe to this collection of books, which is a good deal appreciated in
Camp. As I think Sometimes
before, there is very little room on the
Shelby, and little books, dictionaries,
Glop's Register, and good goody
literature from the Grammar School
only occupy space, and find no readers.
One can, perhaps, the shepherd's pretty
tales, but the fact remains.

22. Some weeks ago I sold
the Black Hawk and a few things bought
by the Jews, which go very short way
towards the expense of bringing them
in. Account sale is enclosed.

23. As the demand for
wood is so already reported, again
springing up, and stocks are small,
I have decided upon sending the
Fairy to North River at once for a
load of the kind most wanted; at
the same time I have an opportunity
of sending back the labourers at
little expense instead of paying 70
for these to the Steamer people.
I have not failed to point out to
Capt. Stanley that if the Peters
fans were within reasonI ought
not send at all.
24. I found by carefuleddin, a panel containing some samples of wool dipped in little boxes from the South Camp and Lafane.

25. Endord in extract from a letter from Mr. Cay or both speaking in the South Arm section, which Shope is not here but if it is Patterson is the only man in the establishment capable of handling a letter one, as he possesses a good deal of tact in dealing with the trade, who are all those that most he had not driven.

26. The Tiredberg of Liverpool has brought in the crew of the Standard, Deane of Cowes, which was abandoned in a direful condition in 27° S. I have advanced the Captain of the latter a small sum to pay off his crew.
27. 29th June No.

James, not having yet arrived in town, now carries the mail, and a large number of passengers, including the crew of the Sandwich. Pleasure, a very fortunate occurrence, as she will now be free of port dues in Montevideo.

28. The Pennamore left 15 days ago for Montevideo, and have not heard of her arrival yet. She was to bring in the last of the wool, the delay of which prevents any making up the total. She may mention that the outside Camp shows an average clip of more than 630, a result never before attained, within my recollection.

29. I have to draw rather largely this mail, in payment of wages in Montevideo and other outlying areas of the Downs.
Enclosures

Doc. No. 311, 312.

- Indents & Sales Log

Cheque on Central Bank $10
Black Hawk's Drew

- Procts

Particulars of Fencing
Complete heading cost
2 Statements on account

Stanley & Co., Books & Books, 4th Floor,
London Office. Cash & Balance

And of Sheep, Shears

Damp Wages 31st March
Both to & including
Alma on the Ben & Hilariouk Stores

And

Indent

Sheep sold down 1820.

Correspondence re land

Deeds to Coleman

Black Hawk's auction and

1872, 70. ornamia 19 hides 12

Hilariouk 100

Hilariouk 60

Hilariouk 40

Population of Islands

1876, Manager Hendy as

Chairman from Hugh's letter 16th June

Shipping Report
Sir, I wrote you by the Fairy, which started two days ago, and yesterday received by this former your no. 304 of 16th May. She had been given up, but it appears that she was only detained by bad weather on the coast, and long dark nights in the Straits. By the greatest good luck got the Fairy away in time with the mail, as it will reach her of post men in Montevideo, the only post-escaped, being because the ship she left, and the Thames arrived but her only half way across Plymouth Sound. Another piece of good fortune is that the missing Pennsylvania arrived last night with 550 bags wool, enabling me to get off the last of the company's clip, and to send complete returns from all the stations.

J.C. Cuthman, Esq.
Secretary.
London.
2. By the inclosure you will see that all my anticipations of
the ship have been more than fulfilled.
The total weight from all stations is
593,434 ½ lb. or just over 600 lb.
ship. My estimate of 1600 lb. was
593,434 ½ lb. or 1005 lb. more than
the mark. The increase over last year's
weight is 511 4 ½ lb. or more than 60
tons. The greatest increase we have yet
had, notwithstanding that 1600 ships
were hauled down last year, while if being
would have produced about the same.
These figures speak for themselves.

3. 384. 3. Have been
asked by the Owners for two or
three more ships, but have explained
hitherto from saying anything about
it, as we can get through the winter
very well. However, looking at the
increased number of sheep to be shorn
next season, you could not do wrong
in sending three in addition to A.
Francis, to be out by November.

4. Part. Carpenter is
not required for sheep ship, and I
conclude that the best way will be
to land it whenever it will, and let it realize what it will.

5. Part. Perhaps the dispute now under reply is the most satisfactory one ever received. It is very gratifying to find that improvements on this side are appreciated and acknowledged, and the Directors may rest satisfied that there shall be no relaxation in the economy that it is so necessary to exercise both in good and bad times. As to the future, though the Proprietors may be satisfied, I shall not be, until I am able to report a substantial improvement in the400 farm shop, and this appears, with the assistance of little dif., at having notwithstanding likely to be shown before long.

6. Part. Legendre had a long conversation with the Governor on the land question. He told me that we held different views, and, although he did not agree in all his opinion, the gist of them appeared to be that he was opposed to alienating the land, on the ground that when once parted
and the land, however valuable it might become, would yet go to more to the Government, and that he would like to see a larger number of small proprietors. He told how small farming rains had failed, and this he attributed to the fact that most of the small farmers had worked on borrowed money, and spoke of the practice of leasing. To this he summed a contrary fact, and when he spoke of the best farmers, having all started without money he again said his information was incorrect, and instanced Warson, Barton, Skilton, and Mr. Clement, all of whom put a good deal of capital into their farms in the first instance. He then thought he might have added Sarsfield. But he said the whole question of the renewal of lease was under the consideration of the Secretary of State, but for his part he would recommend that the land should be held under yearly tenancies which would please the Government, but nothing about the
would entirely prevent any improvements, improvements, and instances of land.

Heard, when I heard Captain Parke and the Company proposed to meet an exigency which could not be so until the knows of the land was more feared. The Company said to my acquaintance, if the two lessees wanted a year why did they not put in their beginning and the end of the lease? Because, said the Company, they had had unpleasant work and could not afford paying at the outset, for 10 years the Company had made no return to their shareholders, and other people had sunk all their capital in stock and all other men would allow requirement. The Company of people taking up and holding land prohibited, but in this place it must be done. And proprietor fully stock of shares when is the outlet for their profits. When there is no market, except that remains next, the selling yet?
The Governor said that more revenue must be obtained, and that it would have to come out of the land, either by increased rent or a tax. Told him that he did not think it was going too far in saying that neither their low land leases could submit to such advances on the present rents, but above all, he said, he should not take away land once planted, which would be in the last degree hard and unjust. He said he would not hesitate to give all that he had to say at any time, and that whatever view a man might take of public matters he would be very - I pay for it, feeling more raised. I took the opportunity of remarking on Governor Callowhill's feeling toward the Jews, and said Solomon's proverb filling it, but that if it had any influence on him, Solomon's - - if he should be allowed to give him my reason, from beginning to end of the report. He said that they had
been a good deal of temper shown, and he was determined to judge for himself on all matters, which is very satisfactory, and I am glad to add that personally he is, and has always been, very friendly. Though in his public capacity he will be a hard nut to crack.

Tell him I had purposely avoided having any discussion with him on land, until he had seen a little for himself, which I think was the best plan. Captain Parker is going to attack him as soon as the mail has gone, and write to his brother to see Lord Huntingtower, the agent, Mount Pleasant, Shem Creek. As my regret about a day late in my application, I believe that the 17th May was within a month of the 17th April. The purser of Glaucus will not take doctors' proof of sickness. At the same time, if any one else gets the land, 1000 acres owned by the Co would not even be an annoyance in the middle of 1000 or 1500, and to be latter it would be of no possible use. Somewhat connects the cost you must hold a much larger proportion.
7. As regards the rice, it is 20% for 6000 are. 6000 are at 4% would be £1200. Interest on which would at 5% only come to £60. If the Government will guarantee 50% of losses, would it not be better for us than buying cheaper? The rate was raised from £5 to £10.

8. I am writing this against time, but will answer your inquiries about proper meat as far as I can. Best part of shipment—Darrow Harbour. I had some at Goat Green. 50 ft x 36. Also their size 150 ft x 34, with packing for 14,000 skins. Skin of cooling carcass entirely depends on the weather, average weight of a good mutton dressed, 75 lbs or more. I always have my meat hung 10 days before eating and it will keep longer than salt. Would she C. still keep in those arrivals of a steamer? Suppose she broke her shaft, and we had 5000 and cheap waiting? At Goose Green pl
butchers kill one cow on contract 40 to 50 sheep daily, but this is very rough work, and so I should not expect a man to get through more than 30 of proper quality, and then he would work hard. As regards number of men, if I had sufficient notice and paid per month Singapore should get 200. Peak season for shipping I should say any time from February to May, notwithstanding or these shipments could be made, but how many ships would he take? Seems curious for any interval of time between them; after having one want to get away one oldest ship as fast as can be made room for lamb. I should think other farmers could supply these, but cannot say how many or at what price. I should think the ship would be on the whole smaller than ours. Legs could be provided when wanting down is going on. Cattle might be provided until the stock is exhausted, a consumption done by the wind is hundreds of sheep running.
9. Rtnr. I gave up the
Black Martin's certificate of property
for the bill, whose original letter
acknowledging receipt of it.

may come to tell you his parson
troubles. His boys will soon make
themselves useful.

11. Partly. shall I mention
here the specification for the steerer;
will she clean out? Shall she kill
the last present wool season? Shall
much against my will, hard to pay
when she comes to a great deal lately, bought
the company's meat. With she managed
to scrape through without charging.

12. Partly. I wish to any
remittance to pay Bushby some
money; when receiving such sums
for strangers, you should charge your
commission.

13. Unwilling in my best to
say that the Governor promised me with
a copy of the treaty as far as
completed.

14. Yesterday I heard from
Mr. Bonnar said his sheep continued to look well on Letter day, and that he went at least 300 miles before December.

I have managed to get this written in time to post, but must send the Bills of lading separately. This sheep in two alongside the gyro.

Yours truly,

[Signature]

Enclosure.

Unit 3114

[Contents listed with abbreviations and numbers]
Sandy Point.

Sir,

My last despatch went for Sancho on the 20th last. I sought to have advised you in it that I received by the steamer 50 bags potatoes from the sale of the cargoes ballasting of Valparaiso.

2. In the report on wood pens there are 3 bales Broken from one arm to which the inspectors have added the query, 'called washed in open.' These are the bales alluded to inCaptain as having been extracted out of a boat; the contents had been carefully washed in fresh water and dried, and I should have thought would have been worth more than 7s. each. Should these bales have been permitted to be separated from the others and kept as such in the store, it would have enabled me to refer to the separate stock.

J. Coleman, Esq.
Secretary.
London.
and see when improvements
necessary.

3. I was in error in a late
despatch when I wrote that I had got
all the company's work done without
chartering; I forgot that I had had
take up the Handy for a trip to
South America last March.

4. In some accounts, it,
elsewhere, I notice that 10% pri-
mary has been charged. Captain
Lemann informs me that the freight
is got well, and so it appears from
the published tariff.

5. A general statement
of produce home in 1000 has been
sent out; and I am without details
of the realization of the pie and
claim for years of delay, which belong
to separate accounts.

6. When a ship is
chartered on the round the freight
instead of being equally divided
should be apportioned pro rata, the
homeward cargo is always much
more valuable than the outward ore, and rubbish like she could not shipped by the Mariner, should bear no freight at all.

7. The demand for draught the being small again, airmen should be shipped until further notice.

9. I should be glad if you could here have, to place on record in the office, copies of the Company's annual reports from the first ones to that of 1867 inclusive.

9. In the order that went from James it should have been stated that lettuce planters - 30 planters were required, and that the bottles are required with glass stoppers.

10. The last manifests of the Mariner's cargo, about which I required, was not on the manifest, but in one by the cargo book seen to have been a case of samples for State.

11. Please forward by first mail a part, handling first, an invoice from Black Hawk II Sept. 1872.
12. The Land Commission hereafter shall have a copy of the register, which I find to have already had to that cleared on the acreage listed and how each portion is held. The leased land may be divided into four classes, as follows:

1. Under the Agitation Act.
2. Under the Land Ordinance 1871.
3. Under the same, but being renewal of old leases depleted, does not recognize them until the Act legalizing renewal is passed.
4. Formerly under proclamation of 1849 and 1861, but leases expired and no renewal promised.

Holders of the first three classes are done, and those in effect are few in number, consisting of the following: No. 241-26, Mount Pleasant (4,444 Company), 9 1/4 (J. Fellow) and New Island (Deo.) It does not seem unreasonable to ask that these
may be placed on the same footing as the rest, for the renewal of their past
omitted to be provided for by the present oversight in the Land Ordinance
of 1871, section 20 of which shows that the Colonial Office, from which the
ordinance came, recognised the prior right of lessee to renewal of their
leases upon their expiration; further, the land in class 4 of lands such a
small proportion to the rest that no special legislation or action with
regard to it can be of any benefit to the Government or the public persons
or otherwise. As regards rent, it is impossible to avoid admitting that
impossible to avoid admitting that a
doubt, there would be no hardship
felt by those who have stocked their
land, provided that fairly of ten
could at the same time be secured.
A section of 6000 acres would can
1500 sheep at a rental of £20 a 3½ per head, whereas if the land was bought at 2½ an acre the rental at 5% on cost would be three times as much. Mr. Pitt informed that a rental of £20 would provide for all the colonial expenses with a handsome surplus, and what more can the Government want?

13. The letters arrived early this morning, but the mail consists entirely of newspapers, it is to be hoped that the missing bag containing the letters may be found and sent down in the going.

14. Forwarded the Dinah thanks to Mr. Dwyer who requested me to say that he is much obliged.

15. By an oversight two Bills of Lading for 301 bits were sent by Mr. Ramsay, not instead of ours, and another for 1036 per cent of ours, this is now remedied.

16. The Cambalis' fowr
It is nearly four months since I last heard from you, and I am at a loss what to say. I have been very busy, and have not had time to write. I am in a hurry to get out of London, and I am afraid the currency is not very stable. I have been in touch with the Bank of England, and I think it is safe to say that the bank has a fair chance of getting in. A large sum has been sent, but I may not be able to send any more. I am now alongside the Equinox discharging.

17. The Telescope left Port William for Darwin on the 6th, but I have not heard of its arrival since.

Yours truly,
Your obedient servant,

Manager.

Enclosed

Trip No. 313, 314
Dep. Webb to Coleman
Statement on account
91 for 10069 hides
Statement on account
<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red Wine</td>
<td>10</td>
<td>10 bushels</td>
<td>27.00</td>
</tr>
<tr>
<td>Cola</td>
<td>2</td>
<td>1.00 l</td>
<td>1.00</td>
</tr>
<tr>
<td>Cola</td>
<td>3</td>
<td>1.00 l</td>
<td>1.00</td>
</tr>
<tr>
<td>Cola</td>
<td>1</td>
<td></td>
<td>1.00</td>
</tr>
</tbody>
</table>

*Chancellor, Wm. C. M., London*

*3rd July 1810*
316

Memos.

15th July 1.

Sir,

The Memo has returned this morning without the vessel in tow, having gone a week of the year, and found her about 50 miles to the North-East. Some wind and rough weather entirely gone, decks empty, boats down, and other damage. The Captain has decided to communicate with the owner before repaying, having been boarded the other day by the 'Vicenza,' will do his business at present with Dean; but as little of consequence will be done until orders arrive, you might get the business if you can get a recommendation or introduction from the owners. If Marshall Stores, par. 1, Dean's, Delmas. Buntant out of the hands in 1879. Staphany moment to

The Secretary

[Signature]

London.
2. Captain Laennec yesterday gave me the outline of a proposal favouring us which he will put on paper. The Storran line will reduce their freight on wool to all and their ships alone to 42% per, or if more freed 40% + 2% on following conditions: Wool to be shipped by 3 consecutive steamers, a minimum of 500 and maximum of 700 bales to be taken each steamer, guaranteed, and if not shipped freight to be paid notwithstanding. See no chance of getting the quantity proposed, but by Doctor's hands it could be done; not knowing when steamers will be out, cannot be sure of getting wool here in time. The following will prove bales would be available, estimate rough of course:

<table>
<thead>
<tr>
<th>Company</th>
<th>1200防护</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steamer</td>
<td>53</td>
</tr>
<tr>
<td>Peanen</td>
<td>20</td>
</tr>
<tr>
<td>Skidney</td>
<td>15</td>
</tr>
<tr>
<td>McKean</td>
<td>250 (probably)</td>
</tr>
</tbody>
</table>

Total: 1760
hear that she is going off, but will give you as many details as possible. New mast, which will have to come out, though the gun and rigging would do for temporary repairs; there is no wire rigging of the necessary size. Of boats, I have two excellent ones bought cheap from Sir David Las, long boat and two very large scrimmers. In two coats of 23.10f. but one would be 50 each in a small yard. There are also several very good second hand boats about. There is also a very fair supply of manila rope of large and small size, plenty of halyard. For new work, there is no blacksmith here who can approach either, who has worked for years in ship yards in Dundee. I do not know that I can give you any further particulars that will be of any use to you.
Of course in this hurried way I cannot give any definite information but you have the outline of the proposal, and can communicate with friends, making arrangements necessary. I shall write to Mr. Walker and say that 200 bales out of him.

If I knew the steamer would be out, I thought of offering to take wood that weighed so many lbs. per cubic foot from the out port to London at 1 p.t. the number of pounds will have to be estimated. A bale weighing 500 lbs. and measuring 30 ft. would at 1 p.t. yield 387 lbs. per ton freight, which would leave a good margin; but this depends as well on that. I hope to have ready in the warehouses fully 500 bales by the end of Dec. 600 more in Jan. and 300 in Feb. though this must depend upon the weather, and the number of hands available.
3. A case from Anthony containing paper and sundries had been opened, contents as for enclosed list. No Bill of lading or advice of this was received. Shew read the shippers specification carefully. He puzzled, who builds her, and nothing is said about her decks. I hope it will be better than the Black Hawk's were - full of knots - how many batches wind she with the number of bolt heads will there not be a difficulty in getting lengths enough to carry wood and other long goods? Her long is she to take to build? If the steam out at economical speed she will come at St. Vincent and perhaps Montevideo. Had last letter answer, to have a coal ship at Port Howard or somewhere on the Coast? Hope her speed of mine banks can be increased if necessary.
the steamer will pay from £1000 to £2000 in the eleven. But this requires consideration. So small our real gain will be if we do a good thing or two every year.

4. With reference to my remarks on refrigerating schemes. I have considered that if the steamer carried 12000, at least 6000 per day would have to be killed. For the large quantity of Seal we have not appliances at present, and it seems most difficult to get any help impossible. To butcher they could however be engaged in Montevideo and carried down and

5. I was informed that Captain Dixon wants to come out again on us accompanied him in the steamer. Not only in the duties within as a cooker but there is good reason for thinking that his engagement would be personally most objectionable to me.

List of contents: June 8 1854

[Signature]
write by this parcel, as, if she makes a quick passage, she may anticipate the Sandwich mail by a few days.

2. Mr. Dean has shown me a sale catalogue of the few seal-skins and fox furs which, at an average price of 62s. 6d. shows a nice profit on what I gave for them, 23s. As Campbell was a type at sealing, and had a small crew, it may be supposed that if the Black Hawk had been commanded by an experienced sealer this would have brought in two or three times the number, and as there are plenty of seals yet about Cape Horn and Sierra de Fuego, would the Directors be inclined to engage an experienced American master for the Ring, when she comes out, and let her go into the trade? A week or nothing sort of man is wanted.

4th July, 18__.

Secretary, London."
and the schooner would require a new set of sails from lagphorne; her present ones having been repaired a good many times.

3. Several of our clients have said that they think the charge of 3% made for payments in London, in addition to interest, is high; a post office order for £10 can be sent for 4½, and I think myself that 2½% would be fairer.

4. Mr. Pollon says he asked me last year to insure his wool from Harvey only; there is no letter or note on the subject, but I see that I made a special request for coating insurance on account of Bonner, omitting it in Mr. Pollon's case: can any reduction on the 50% charged be made?

5. I have several suggestions to make as to his claims. At least one boat should be carral built and strongly timbered with a good floor, especially suitable for carrying bales of wool, and every boat
should have an iron heel band and hardwood shaping boxers for beak
work at places where there are no jetties.
As to the lighting of the cabinet, I am
nothing particular, although the foredeck is to have side lanterns. I have never
seen a glass and light in a schooner
that has not leaked sooner or later, no
matter how carefully it has been set in
white lead; and it is very important
that the cabin should have lanterns
outside of it also. There are ten in the store that
came out some years ago for the Black
Hawk, but were not suitable, and these
which are adapted for an iron vessel
seem more durable: if they cannot be
used you might exchange them with
Ridder for some other fittings or
lamps, for they may be here 20 years
without being used or used. As the
vessel has not a double bottom for
water ballast, it is important that she
should be supplied with sufficient
keelson to enable her to move about.
... instead of using stone which is both bulky and dirty. Being that she is to have a trial trip of 200 miles, I have wondered whether she is to touch water yet when she is to fill up with cheap coal for the voyage out, and while she is to being cargo. I hope to hear all particulars about her, and should I be given to receive a drawing or photograph of her if such a thing is to be had.

2. Considering the expense of cargo over here, you could not get a greater part of our goods in the same ships' casks as supplied for the sail: provisions, groceries, and even clothing and dry goods? The second hand tobacco casks, although apparently cheap at £1, are many of them useless since they have been rotten and worn away.

Then, received a formal proposal from Capt. Terrance for the carriage of next year's wood on the ships mentioned in 916 - 2, May 1916.
just, but I am surprised by the condition that it is to be paid for, and only to extend to the Company. They cannot provide the minimum number of 1500 bales, in fact, calculating from this year's crop, I must not look for more than 62,000 th.

of wood, contained in 1160 bales of 434 plc/
cap. If, however, I am allowed to extend the reduction below the usual price by the Company's order, I can make up the quantity, or if I had the means of dumping or pressing the loose bales from the dock, I could undertake to carry wood through at 7, and make a good thing of it; or again, if farmers would simply bag up their wood and let it be carried to Darwin, if the price there could still make a profit at the present rate. For instance, a Darwin bale measures 5 ft. 2.6 x 2.4 or 29 ft. ², which at 42½

would cost 3½ and weighing 532 lb,
would bring us at 7½% by 2. 6. 7
a margin of 15½ to cover pawning
and coast freight. This would be
rather a neat thing, but the strong
press at Darwin may not only make
lighter but heavier bales. Whatever
you may arrange with the Barque,
you may safely guarantee half the
Company's own ships for the Sabbath
in February and the remainder for the
Barque in April. Think the proposal
turned up. For in hope of ensuring
you the first installment by the
Barque in December, and the
remainder by the Sabbath, but this
would be too close to the guaranteed
with safety. Hope to have some
cargo by every steamer for some time,
for a number of ships were short
ready enough to ship by the Sabbath
in October. Suppose that financing
the new commodities receiving such
regular remittances in the shape of
produce. Ask all send copies of
letter between Capt. Leesman and myself by the mail.

1. The Atalanta lost a fortune getting to Darwin, had the
beard lost her sight had disappointed her
before this, but should not bring her
out in for the party sum of £30,
which was all that she thought party
allowed. I am hourly expecting her
return, and should like to take in 500
bales of wool if the case. I am afraid
she will be some days on steam, but
this cannot be helped, as 45 days
are not enough for a vessel of her size,
taking into consideration the bad
weather and short days in the very middle
of winter. 

Yours truly,

[Signature]

Enclosure.

Dept. 9/15/6
Copy: [Text]
I have the pleasure of reporting that this parcel has been loaded in 44 planting days, although the delayers through bad weather and in shifting pots has been excessive. The union of boarding, spouse, and children, for whose maintenance I have agreed to pay £105, which has been deducted from the ship's account.

Yours truly,

Manager.

Endorsement.

Fig. 10.

Laden weight (Chaps.):
  W.  844.  31 cwt.
  Dep. 26.  1 cwt.
  20 June 1859
  Camp Wagons 1 30 June
  Bills of landing 2/0.

Manager:

Key of Medicine Chest

Envelopes addressed Chinese only, one left behind

Remains on case.

F. Schueren

London.
Manifold of Cargo shipped on board the *Hilarion*, Captain Master, 
Falkland Islands for London, consigned to 
Falkland Islands Co.

<table>
<thead>
<tr>
<th>No.</th>
<th>Marked No.</th>
<th>Description</th>
<th>Shipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>H + B</td>
<td>300 Hide</td>
<td>Holmsted &amp; Blake</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>10'</td>
<td>J. Bonner</td>
</tr>
<tr>
<td></td>
<td>S</td>
<td>1/2</td>
<td>4s.</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>16'</td>
<td>Merchey Bros.</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>17'50</td>
<td>Falkland Islands Co.</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>240</td>
<td>5s.</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>A quantity Pack</td>
<td>5s.</td>
</tr>
<tr>
<td>6</td>
<td>HGC</td>
<td>32'7 Casks Cotton</td>
<td>5s.</td>
</tr>
<tr>
<td></td>
<td>H + B</td>
<td>2</td>
<td>Holmsted &amp; Blake</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>201 Hides</td>
<td>Malt Bros.</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>1 Bale Misc.</td>
<td>5s.</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>19'6 Balewood</td>
<td>5s.</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>14'4</td>
<td>Malt Bros.</td>
</tr>
<tr>
<td>11</td>
<td>JB</td>
<td>153</td>
<td>J. Bonner</td>
</tr>
<tr>
<td></td>
<td>SI</td>
<td>1</td>
<td>Beefwell &amp; Co.</td>
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<td>23</td>
<td>Beefwell &amp; Co.</td>
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<td>1</td>
<td>Beefwell &amp; Co.</td>
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<td>7</td>
<td>Beefwell &amp; Co.</td>
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Addressed packages after receipt.

Falkland Islands Co.
Monday, 18th August, 1861.

Manuscript.
Manager.
319.

Sir,

The situation has been desperate, but has not failed yet the mind being a little unsteady; she will go out first.

3. I have just returned from a visit to the Camp, where the changes previously reported have been carried out.

James Campbell of Bosca Bush goes as second in command at Torch Ber, a man who not only earns knighthood and generous influence in that section, but is one that is expected to have religious influence, as he is already on Proven's pay, and gets no advance.

3. I had hoped that the writer would face without the necessity for recapturing any of the Torch Ber, as it's amusing. I ought to say, however, that within the last few weeks, the

J. Colman at

Cumberland, London.
by some time since last year which 
has again made its appearance. 
though the outburst is said to be 
utterly bad this time. Patterson 
before taking charge and through 
early flock, and has such an her 
enclosed report, by which the Directors 
will learn that it will be necessary 
immediately to unship the whole of 
the Driftwood sheep and show at 
Warlow Harbours. Lieu Patterson 
on his return from Barony at Dar 
win, and was in with him the day 
before yesterday; he informs me that 
although he cannot report the Darwin 
Harbours sheep clean, there is very little 
bad; and that he confined to 
shagging sheep that had not the 
dip mark on, in mixed rose, and 
that all showed dipped in little dip 
and perfectly clean. The efficiency of 
this dip is being proven beyond 

question, Patterson returned to Darwin yesterday, and was going on board to start dipping, and to make sure of having enough materials I have asked some half-fish which is at Darwin. I take down at once one of the supply of tobacco and sulphur from there. Patterson was at first inclined to give up the lack of tackling from then, but I thought presence there upon him, and I am satisfied that both he and Campbell start with a full determination to do their utmost.

4. Have nothing but good reports of the Darwin timber. And sheep I was at the latter place and saw a great many sheep in riding through which was quite clean. Then the rains were taken off only the earthy sheep was found in the whole section, and they were mixed sheep. The Northern section remains...
5. Mr. Clay leaves this rail; Lucy mentions that he knows nothing of the order received a tidemaking his argument which has by his own will been run in a placating manner.

6. Patterson ought now to send for the chalups in all to be here by the end of the year. It will not be to distress him with the task that he has before him; besides there are several men whose agreements expire shortly, and of these he knows that the two Mr. Allums at least do not intend to stay.

7. In engaging the Engineer for the Palmer steamboat it will be arranged that he is
to do all necessary repairs himself. I mention this because Martin says they are in the habit of sending work ashore to a shop. Of course the tools and all gear at Goonprofit can be made use of. Will the bridge be large enough to put a small shelter on in the shape of a glazed chart room? If working round the coast in winter such an accommodation would be invaluable.

9. The steam trund at Goonprofit having nearly worn out it will be advisable to send a new one to a 2½ to 6 gauge, 1½ inch. Sam now laying down with rail, 23½ his head. The ordinary trund as before will answer the purpose.

9. When at Goonprofit had an opportunity of seeing the castles supplied lately by Graves, and believe that out of 300 there will not be over 100 fit for use. Not only are they more outsize, but than our former supplies, but...
quantity have been knocked down and closed without the dealer being
notified; consequently, Barnet says, he cannot possibly sell them up. It
seems as though the shippers were hoping he would go in furnishing off
vastive goods at an exhoragant price.
Barnet says he could buy hundreds
of each carth at half a crown a piece,
and second hand rum for shillings for 6d
or 9d, and to give 10% each for such
things once got in simply absurd.
He unpacked several for me in all
which the bung came was rotten, and
in two pieces. Cannot say for certain
until Barnet has been through them
all, but I fear that we shall be short
for next season.

10. Mrs. Dean's letter which 
next Stephens have been cleared, and
the result of this, should revolutionize
George your. He was fortunate
buying this plant second hand from
a man at Tobina, who had put it

ailed clear, and who came down to 
cook and work it at St. Stephens. It 
had had 10 years experience in graminic 
work, and so started with a great advantage.
The boiler was tubular, but had a large 
heating surface, and all the work is done 
with the digester, without a pilot-pow. 
The result, shortly, is that out of 1500 
experiments upon, all old ashes, they 
got 27 lbs. average clean was raised to 
400 lbs. with 5 barrels loads of peat, and 
was then kept up three end by turning 
the present refuse alone, with no coal 
or peat whatever. Shall go to St. 
Stephens of Dean in the spring, and 
look at the machinery upon which I 
will send a full report.

11. Shall be glad if the 
Director will consider the question of the 
Deposit account here, which now exceeds 
$4000, upon which we pay 5%; owing to 
the scarcity of money it is frequently nec-
essary when heavy orders come in, from 
The Camp to receive the money on deposit.
12. Unless some correspondence is made with Mr. Yewman, with which I would be, perhaps, hardly worth troubling the Directors, I am not that he would probably inflict it upon them himself if desired to do so. As the right of the question between Gardinning and himself, I can say nothing, but the former was certainly wrong in addressing Mr. Yewman in the way he did.

13. Mr. Yewman has got into a more serious mess through having performed marriages at Dumin without a licence from the registrar, as is provided in the Marriage Amendment Ordinance; as far as I can learn, not having seen the Governor who is it, an Ordinance will be passed to legalize the marriages and lay down more distinctly the course to be pursued.
in fabrics.

14. Please send 65 in place of penny pieces, and 62 in penny pieces.

15. Having now got some of hay from the Llondeyddian counties, it will be better to farm and in some places one hundred and one acres and wool grow and sell, and what sort of frames for young sheep have before committing ourselves too deeply to this cross. I am surprised that the supply of wool sent home in January for Eamess have not yet been reported upon, the quality of wool being a matter of some interest to us. From what I have heard of the weavers theirs loll of hay on the main from the islands this year they must have enough to stand the winter, although a second cross will on old stock may be more hardy.
Aug. 26th The Submains arrived this afternoon, and leaves tomorrow morning. We have only half to move through, but not booms west up to the River. The steamer is discharging flour and produce shipped by Europeans.

17th A. M. pm. 1 State the earliest opportunity of refurnishing my condition that it is a serious mistake not to give Chike a more extended trial. Leave this after the experience gained on the spot not only with regard to the ship at Dacar, but on other farms. Know that the River is kindly prejudiced against it, but still he a fact that it is cheaper than sheep and slate-cave has equally good more effective. Shop and Mr. Hayne's sheep will not weigh more with the Directors than other progeny. Expresses wishes strictly carry on their orders to be taken out.
attend, but I should not be doing right if I did not express my opinion somewhat strongly.

18. Nov. 2. Without going into any figures, which I will do later, I may say that I believe that our scheme of building was actually building would be kept at work for the greater part of the year, and do the work of all our schooners and of several others, immensely facilitate the working of the Camp establishment, and actually more than pay for expenses. But, instead of building one for $5,000, I would try to buy a second hand one, of which I am informed there are hundreds to be found suitable for our purpose. I do not think that a steam schooner 60 ft long would cope with the sease in the coast, as of as much use as a schooner.

19. Apr. 6. Have seen Capt. H. T. says, &c. will show many attention. Have told him that I should be happy to take any photographs of the
plotted the way round.

20. I have received a letter of 12th July, from which I gather that the Nantamite will be a long time before she turns up, and I cannot help remarking that it seems most inconceivable there again

within the annual report by a sailing vessel, knowing that it is one of the

most interesting documents of the year, and that I complained of having seen them having been done with

the report of 1863.

21. Regarding steam, the orders

are sent daily approximating our wants.

and are, unless marked otherwise,

intended for them; should you fail

to receive an order on a day it is for a

sailing vessel, keep the goods without

out.

22. I should mention that

we have 18 boxes of brown, or

cane, and a dozen of sheltered wood.

23. As usual, returned safely
from a look at this into a range of
tab.
Mr. Capt. Chewman, one of the most delicate men in bigmoo-

2d. wind. And he had ordinary

sents - yesterday afternoon he had a fair

wind, but the fact was he wanted hi-

kettled and - a job off sitting; today the

wind is ahead, and knowing he will

not wind, being Sunday; he shortened

away night; and you must not expect

him to make a rapid passage. Should

again upon you to take up a poor

own; this again: the helmsman has

really a rope just to haul to.

25. I have not succeeded yet in getting the Ordnance asked for


[Signature]
Enclosures

Viz. N. 8315, 816
Date 917 810
Stanley 96 Liv. 8.9. Bouchard June 8 July
8/l Dileanion 340
Panel Receipt
Viz. 8:00 to Call 8 July
Call to Freeman 92
Dope Table Weights
Adjusting to Freeman
Freeman to Call 8 July
Becanke Cocks
Copy of Patterson's report
Garre 9 marks on Greenland cargo
Stocs N. 8492 for 8200
Statement on acts
Shipping Request.

Indent.

Relamos Manager
Sir,

Since writing last night I have been thinking over the horrible mess below
line of rails not supplied with some
kind of a vessel by the end of the year.
Here I am with the same two authorities
that I found on my arrival 14 years ago,
and with ten times the work to be done.

It is impossible to give the Pinnace A
any guarantees on the line of shipping
work, and equally so to do any work for
anyone else, while I shall be paying
away hundreds in chartering. From Dec.
be done in the busy season, and as soon as
possible after the first named months, those
should be something hers. Suppose the 2
plan launch on a month and probably
prices, and suggest that the B. should
about spend $4000 on a second hand
pinnace with new or nearly new baules.
powerful and capable of storing 150 to 200 bales. Such a vessel could be got for the money and no doubt a practiced man with nautical knowledge could work one up. Considering the money saved by the shippers and that several shippers opportunities occur every year the want of a steamer must be recognized, but a steamer must be arrived at without delay. To hesitate is to lose a season and the vessel steam with this offer as it would not cost so much as 20 days at 5 tent per day 120 tons at 17 in Southampton. I have found that the wages would come to in making a 90 days passage under sail as steamers always do badly in such cases. I am for your obedient servant
Sir,

I have carefully read and considered Mr. Hervey's report on the Company's property in the Falkland Islands, and propose, though I am afraid at some length, to comment upon and reply to it from beginning to end, proving, I hope, in the course of my remarks, that generally speaking, it is inaccurate and misleading, and that the estimates he forms for the future, based as they are upon a misapprehension of facts and figures, must be received as utterly untrustworthy.

2. To begin with, Mr. Hervey makes the somewhat bold statement that the land outside Unison carried last season above one sheep to three acres, and it is upon this that he...
grounds for estimate of the carrying power of heifers. In order to arrive at this, he has taken the stock of sheep, and added to it the number of lambs born just two months before, and he represents this total as the quantity of stock the land carries all the year round. Nothing can be more misleading. While lambs are young, the quantity of grass they consume is inconsiderable, as soon as shearing is over and the autumn dip begins, old sheep are removed to make room for the spring stock, and it is obvious that the fairest way of estimating the carrying power of land is, to divide the average by the number of sheep clipped at that dip, being the stock intended to be clipped the following season. I hope I make this plain; I have only to add that we have already suffered from overstocking in one or two places, notably in Queen Salt and Hunt Cove, where the sheep
one season were very poor, we therefore
know how far we can go. The numbers
dipped at the autumn dips in 1860 and
1861 and placed on the land outside
Lafonia were, respectively, 34,010 and
30,500. The land that carried these ships,
leaving the old leased average in as follows:

<table>
<thead>
<tr>
<th>N°.</th>
<th>20,000 acres</th>
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<tbody>
<tr>
<td>10</td>
<td>25 (60,000)</td>
</tr>
<tr>
<td>24, 25, 27, 28, 30, 31, 32, 33</td>
<td>66,000</td>
</tr>
<tr>
<td>37, 38, 47</td>
<td>40,000</td>
</tr>
<tr>
<td>West Coast</td>
<td>44,660</td>
</tr>
<tr>
<td>Bitham Heights</td>
<td>23,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>137,460</strong></td>
</tr>
</tbody>
</table>

Divide this by 25,000, and it will be
found curiously near 4 acres to a sheep, and
this land must not be expected to
carry more. Whether Lafonia will carry
sheep at this same rate Lomonte openly
doubts; but General found land is above
the average in quality, while a portion of the
sands of Lafonia is poor and swampy.
The Directors may form an opinion as
to the value of Mr. Haway's information
when I
when I left steam boat with the exception of the day he rode into Stanley, he went and beyond Fortin, South of the one side, while he never saw any land Camp in Saposia at all. Assuming, however, that his letter will carry stock at the same rate as the outside Camp, I have now to state that Mr. Bailey has measured the area of Saposia for us on the nautical chart, upon the same system as employed in defining the outside sections, and that he gets roughly 416,000 acres, certainly under 420,000. Taking this last as the count area, and standing at least 20,000 at present under cable, we have 400,000 acres, which will carry 100,000 sheep.

The numbers of sheep shipped this autumn are as follows:

<table>
<thead>
<tr>
<th>South Arm section</th>
<th>4800</th>
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<tbody>
<tr>
<td>Western Cutch</td>
<td>2400</td>
</tr>
<tr>
<td>Sheep</td>
<td>5200</td>
</tr>
</tbody>
</table>

Upon Patterson's returns from his
side pound Saguis, he told me that he believed the North Arm section would carry 7000 sheep, which, if true, is a singular confirmation of the countries of the above estimate. Between it and Mr. Hawry's I leave the Directors to judge.

3. Clouds on sections 35.

There was a tendency thus in the last two sections, though Mr. Hawry saw nothing of it, for it has not appeared since 1879. It was discovered that Figgy and Michel would winter hogs well, although they would not keep older sheep; consequently, one has been made of their sections by placing a few flocks of lambs and hoggets there each of the last three seasons, removing them after one shearing further westward. This will be seen by referring to the account of "Lambs and piglets," forwarded annually. As to Diff. Copy (1835) although it is unequal in quality to the Charcoal Sound land, it feeds...
it feeds a moderate number yearly well, and it is not necessary to take
the same precautions against plate than as, in the other two species.

4. Dif. I have no doubt
that when Mr. Harvey's was in Australia
leaves was the best dip known, but
that is no reason why it should always
be so. There are three things against
it; 1) its cost, 2) its varying quality,
3) the care necessary in its preparation.

Would not trust the efficacy of any but
the best at 16 to 5 gallons, or 30th in the
400 gallon boiler; in fact, not much pro-
gress was made towards cleaning the
outside sheet until it was used at the
rate of 120th. However, taking it at
Mr. Harvey's rate, the cost of a boiler in
With charges $8
3. $8
50. Shepherd $11.8. 2. 12. 9

As to quality, three known leaves
condemned as worthless, because the
decoration of the leaves would not wear
well, but, and I should be sorry to
say how many stocks have been
dipped the last two or twelve years.
with much of no more curative power than hot-water. There is no way of
gauging the percentages of mistsene, and
we cannot help working more or less in
the dark. To prepare it properly, tobacco
should be steeped in cold water some hours
before boiling, and the latter process has
been conducted with care. Of course, the
most trustworthy men to be found in full
the factories, but men, being human,
is little to be occasionally.

Some somewhat bath takes up more dung
because the patient, spars their victims
—like the Roman, friars, priests,
and I was sceptical for a long time about
Little's dip, but I have received heart
dozens of its undoubted success, that I
believe it would be only right to try it on
a large scale. This dip at 1 gal., 6d. to 7d.
is of a strength equal to tobacco at 11d. to
5 gal., and the cost of filling a boiler is
12. 6., in 5 gal., pays at 1s. 6., against
12. 1.

5. Passing our the Cotswolds
and Nothing of the Tappendes, Lener—
the question of gassing in Mottahoe.

Remarks
remarks on which I do not find much that is new. The superiority of common galvanized strand wire was acknowledged a year or so after the fencing was erected at Yorktown for the reason that the tension varies so much with the temperature that the strands are apt to part in cold weather, and if a single strand goes, the remainder follows, an accident to which solid wire from its nature is not liable.

The description of fence recommended is taken from the new one between the head of Moon Creek and Burton's Ford, as regards the number of wires and springers and the distance apart of the posts; but in most places it is sufficient to put the latter three feet in the ground, and as the top wire is 8 ft. 6 in. from the surface, a 8 ft. post is as long as it is necessary to have it. There is, in my opinion, no special object to be gained in having springers of hard wood, which is, necessarily more expensive, but it is of the first importance to tie them to each wire, instead of the three on one, as recommended by O. B. Harvey.
Mr. Henry. In the State Approach, now using principles of English Law to the views of this time, she passed, and showed that they are considered to be useful as the likely to improve orders over altogether.

6. Captain Particulars.

This question must remain in suspense until the removal of the Mount Pleasant base is secured. It was applied for in this course but will not be granted. I believe, until the whole land question has been settled.

7. Company's working Party.

The piping required was bought as a gift. I was asked for the purpose to which Mr. Henry recommends that it should be applied, and I find it mentioned in the correspondence between Mr. Shay and myself last December, before his arrest. If the Dinsby are still of the same mind about keeping down expenses may I ask whether the stopping apparatus that has sufficed to show the ship in the Black Camp may not, for all practical purposes, be considered complete, and how we should be justified in going into expense of a frozen bridge, when it is frozen.
is found that the heat can be perfectly well regulated without it?

8. Wheel pumps. While agreeing that the tanks from Dammeen and North Arm should be of the same size, I must point out the great advantage the derive in storing a large volume of water in large tanks, which are six miles shorter. It is obvious that the former proposal to have all three pumps of the same dimensions must lead to more or less broken storage.

9. Water Pump Stations. The insufficiency of the provision for the work has long been acknowledged, and it has been simply on account of the stringent rules about expenditure that the addition proposed was not built long since. The details of the proposed tank to were laid before Mr. W. E. of the Bally, and the building is already in progress. The increased pumping was planned long ago, and the piling has already been shipped. I have not seen Mr. W. E.'s proposed plan, but suppose that it has only nearly with the views expressed by Mr. E. on the Overseer. The jackets with which the boilers were set were not bought from Mr. D., but came out of the Mr. D. they were shipped when in in England, at a time.
plan there were no common bricks in stock.

10. South side. The desirability of adding a lean to the shed here was pointed out, as at Brodie's, by Mr. Clay, and at the time the report arrived we already were on towards completion. As to the Brodie shed, I have seen tender to alter it, but I cannot agree with Mr. Clay when he says that it turns out ragged and bad work; a comparison of the sheds from this section with those from Darmion will dispose this. Mr. Clay refused to ride over to South them until after the clearing was out, and never saw the piece of work. I have often remarked that Darmion some years on the road would buy this piece of machinery, and I am glad to see my wild report. The shed now was moved from Mr. Dean, and was on Mr. Haney's remarks, abominable. The proposal about painting all buildings was, believe, in London before the left.

11. Line Stock. The destruction of pigs, hogs, and cattle. Mr. Clay and others frequently advocated, for which see, among others, my articles in 1801-02 and 1803-04. And how this wild cattle are a result of previous negligence! It is difficult to see for there has always been told that they were on the ground in thousands, before the Company was even in existence.
12. The idea of placing more among the shepherds’ working force was brought out from the West by Mr. Clay towards the end of last year, the practice being in vague ideas; and the want of pure blood among the horses has been much discussed during the last few years.

-Same Article

13. In one of my despatches last year I remarked that the land occupied by shears would more profitably feed a large number of sheers, so Shaw set out to find with a proposal that agrees to nearly with my own. It only sufficiently that he is in departing sheep and cattle on the same stations and under the care of the same sheep herds in the fiction that would be caused thereby, as the cattle and sheep owners do not pull together any better nor their sheers understand they do elsewhere, and the shepherds are a class of men who will not take orders from the master of the separate departments. This, however, is a matter of detail that must be seen.

-cont'd.
Lack of sheep. I have written so much upon this point lately that I will not waste time in repeating my remarks. In my dispatch 970-16 I gave my opinion as to the three principal causes, and I believe that I have sufficiently shown that one goes in about the forest in the Fathlands. More than one experienced shepherd has occurred to me that sheep is not as uncommon there in hill-farming as in Scotland, and in stating this percentage I believe I believe that Mr. Harvy is entirely and absolutely wrong.

Number of sheep to a shepherd. Although Mr. Harvy's figures are incorrect for the reason given above, the question is so intimately joined with that of the employment of a shearing gang, that until we are able to have the sheep off with their sheep all the year round, it is one that can properly be profitably discussed. But I can explain clearly the reason why there have habits been formed to herding sheep on the Walkait Creek section, and that is

(No name)
because it has been almost entirely composed of time lost in cutting long
lines or low on the ground, and, therefore, all hands have been taken
from their places at shearing time.

Now in the other two sections it has
been only possible to bring in a portion,
i.e., those in charge of the older sheep,
while those who had in both pastures,
kept a flock of young, have been able to
keep them the first season. In
addition to this it has been necessary
in the Daunia section, to have at home
two extra sheepfolds for the purposes
of moving correspondence backwards
and forwards, besides those who must
necessarily be left to guard a third.

B. Onioni and Pachia Lamia.

To Sirly March 1 (Piedmont).

In stating that these lands have
been placed beyond the Company's
possession for many years by most
'generous and pious management,' (sic)
Mr. Murray is accused of personal
honesty and unworn and discredited.
Upon the receipt I wrote to the Company, that I should take more notice of the matter there, and perhaps, diverses at some time as it previous to 1870 the Directors had publicly avowed their desire to let a portion of their unoccupied land to Shaws, asubscriber and my brothers, who came out in 1869, wished to treat with the Company for the possession of Lively Island. I however felt that in my position, I could not, giving the matter forward, and the first attention to it. A record is to be found in my log, 4th of 6th Sept. 1870, as follows:

"You having asked what decision the Board had arrived at upon a proposition for your two brothers to commence a sheepfarms on Lively Island or parts thereto, I told them he matter had not been brought to your knowledge. E. Robb called, and stated that you had asked him to bring such a proposition before the Directors, which he had declined doing, on account of the family connection."
connection with yourselves and the Company’s management. Such an undertaking being
"concurrent" with our views and desires to establish sheep farms on shares on our
unoccupied land, thought it better
to the Directors’ notice at the last Board,
and it was resolved that you should be
informed that they wish you to enter into
an equitable arrangement with your
Partners on behalf of the Company for
this undertaking to suit Lively Island
or some other suitable place, and provide
a certain number of sheep, and they further
decide that liberal terms shall be
otherwise should be granted to others.

Henry George Colt for the first two
years in order to enable them to start
with hope and energy. You will of course
take care that the Agreement contains
powers to close the same by either party
on reasonable notice, still as this will
give experience to the Company for the
"establishment of other sheep farms on
shares. Every fair judgement should be
held out to your Partners to commence

with care
with care as soon as possible. This was acted upon, and an agreement was drawn up by which my brothers took the island in shares for three years. It will be understood at once that this was very little profit at first starting, and that a partnership for such a short period would have been worthless without the further inducement of a bad spirit that in 1874 the Directors were still in the same mind,

Mr. T. Bollton, only one of the Colony, writing to the Manager by this opportunity, he wished to arrange for renting one or more islands from the "Sycamore, Georgie, or Great Islands," preferred him to you and the Directors to deal liberally with him, as from his experience on the Great Island he would "doubtless prove a successful tenant for the Company to have such a man to take "ten or shares like your brother or "Mr. Williams." Again, on 28th March, 1874, in 469, you wrote: "Would it not be well for the Company to make provision for leasing their islands, or even some detached portions of their foothold on the main?"
The main land. The lease to my brothers was dated 12th July, 1874.
I am bound for the injustices and vicious management, which I clearly understand to mean that dismissed my powers to the Company's disadvantage in order to perpetrate a family job, and have, Mr. Henry, after the explanation I gave him, can have the assurance to make such a charge, I am at a loss to understand. However, passing that by, is of opinion that although the possession of islands may be advantageous to people who work them themselves in a small way, it is of no benefit to the Company to have their farming plant and stocks scattered any more widely than they are at present. Islands can only be worked by schooners, and the delays constantly occurring when sailing vessels are concerned are most prejudicial. For instance, though the loss of the Black Hawk was unable to get a parcel to Great Island in time to throw thecurr at the proper season, and to take away the same branches (from the Minx cross),
The consequence of which is that a number of those cows are actually in lamb by the young paims. Again, before the sheep were all properly posted and sheltered. Proceedings with a number of sheep, had been employed at the islands for their greater part of a month. I am not prepared at present to give an opinion as to keeping three flocks distinct, until I see a little more how the various crosses will turn out; we keep at present one flock of pure Cheviots, while the paims kept at Bodie Creek are a Cheviot and Romney Marsh; next season's wool will show light on the subject.

7th. Mr. Clay and I say that we believe these are no cows older than six years is distinctly noticed, as in the inference Mr. Harvey would wish to draw from this singular statement. The facts are as follows: The lambs of each year have a distinct ear mark; in the case of cows for five years, the sixth year mark in the same as the first, after the lamb marked in 1876.
1876 and 1881 have the same, and so on. It is easy to explain how this works. When the flocks are drawn in the autumn, all ewes with the age mark of five years ago are taken out, put inside the fence at that Copse, and kept there while the rams are among the two flocks, thus they come up to shearing "cold," as it is called; give a good piece, their birth, and not having bred, are in good condition for the later year when they are boiled down a few months later. Thus all ewes six years old are certainly killed, a very different state of things to the one to which Albermarle's recommendations pointed. Of course, all lambs framed and coarse woolled sheep are picked out irrespective of age, and lambs are soon boiled down after four instead of three pieces, a change determined upon and reported last year, to show the actual practice coincides very nearly with Albermarle's recommendations. Each year at shearing or wearing time the male lambs are drawn and placed in separate flocks, but the ewes are left on the ground.
on the ground they were born upon, taking the place of the drafts for some bees, and this system, with a judicious change of name, is better for the stock than forming new bee flocks each year, as the farmers propose. It appears to consider that the stock account is loosely kept because it does not state separately the number of shep of each age in the several flocks. Now each pack, as known, contains two of six ages, and were it necessary to do so, it would be possible, although at the cost of time, every hour of which is of importance, to draw the six ages according to their events, and keep the flocks separate. But, practically, it is only necessary to draw the hogs as in order that their work may be baled separately, while it is considered sufficient to pack the flocks from the other six ages together, so proceeding to which, I have must heard any objection raised by the farmer, although I have often asked if they had any improvement or alteration to suggest. Remembering that the bees to be drawn or cast for hogs are at once recognised
by their ear marks, I must think the Directors will see that the present system is practically efficient, and needs no alteration.

10. Labour in the Plowing and Shipping. I do not agree with the suggestion that all the plows should be married, until the time arrives when we are quite independent of them in the wodshed, which I think is not at hand yet. The plan of having two at a house, one married with other single, answers very well, and the latter are made more easily moved about the Camp.

The present system of providing men with meat, and letting them buy their own provisions has existed so long that I doubt if it could be altered without a great deal of dissatisfaction, certainly not if we may judge from the case of the unfortunate victim of your oatmeal experiment. I maintain that the inequality caused by issuing rations would be as fruitful a source of discontent as anything that could be derived from the Directors allotting rations to each member of a shepherds
family he must still buy provisions for his wife and children, and it stands to reason that a single or childless man would be better off than one with a large family, so that the latter would have a standing gesture against his more fortunate neighbour. The valuation of his premises proposed is an example of the looseness and inaccuracy of all the figures and calculations in this wonderful statement. The average cost of flour delivered into the Stanley store is 15/6d per 100lb. long
brown sugar 35/6d per cwt. and the cheapest tea shipped 12/4d per lb., to say nothing of the carriage to Darwin and waiting in weighing out. Taking the above prices, however, we have

<table>
<thead>
<tr>
<th>Material</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>520lb. flour</td>
<td>4. 17. 7</td>
<td></td>
</tr>
<tr>
<td>100lb. sugar</td>
<td>1. 11. 1</td>
<td></td>
</tr>
<tr>
<td>200lb. tea</td>
<td>2. 1. 2</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£17. 15. 10</strong></td>
<td></td>
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</tbody>
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£2... to our Mr. Howard's figures. There is a further error in the estimated cost of a sheephead during his four-year service (why four years instead of five as at present?) not explained in the omission of the cost of not only his own passage out, but that of his wife and children. Taking railway fares and
leading into consideration the passage of each married shepherd cannot be estimated at less than two or three per annum, that is to say, a total average cost of about 10 guineas over the term proposed.

It is to gratification it is my intention to make another arrangement though it will be difficult to hit upon something that will be equally fair for all. The theory is containing the distribution of a presentary on the dividends only repeats the objection I have expressed already for two or three years; but when he proposes 100 guineas per annum, I have to point out that neither do not breed and therefore there in charge of winter past to avoid at a disadvantage while again there are certain well graced stations against which the shepherds on the forest lands would compete in vain.

It is almost without exception where the shepherds called when the shepherd, but he was in it whereas he should have been out with his sheep.
sheep. Perhaps the Reverend will be surprised to learn that during his stay in the Foothills, the number of shepherds' huts visited by Mr. Harvey was just four, and no more. On the 13th March he called at Adventure Sound house on his way to South Arm, and Harvey was at home, on the 15th he called at the same house with one, and to the best of my recollection we only saw Mr. Francis. On the 17th we went to Stanley, and called at Mount Pleasant, where we found Mr. Lockton and his mate, who had been rounding the boundary in the early morning at Fitzroy where we saw Mr. Lewis, a most painstaking and attentive shepherd, and at Bluff Cove, where we actually saw Mr. Goodwin on horseback at a distance in the river. What I state is a fact beyond dispute, and can be confirmed by Mr. Clay, whom I questioned on the matter before his left. I do not think Mr. Harvey has made out much of a case against the Company's shepherds.

But as to guarding sheep every night
The policy of the suggestion is condemned by all who have anything to do with sheep in this country, and the Director can most strongly wish such a visionary and impracticable suggestion being carried out. I should not write more on this subject, as I have already alluded to it in my last despatch.

31 There is nothing new in the suggestion that the shepherds should be kept constantly with their flocks all the year round. They frequently complain of this necessity which forces them to leave their homes away from their stations. But unless the Directors deliberately propose all these ideas and instructions about working expenses I do not see how we can afford to keep down at least 40,000 from the Plate. I do not for one moment doubt that the lives of a number of sheep that get on their backs would be saved by keeping the shepherds near their stations; but whether the value of the sheep so saved would be equal to the extra cost of labour is a point upon which there is room for much doubt.
22. With regard to the Cotton Works, Mr. Harvey's remarks should have been of more value had he seen them at work. The suggestion that most might be turned there is not a novel one; in fact, I personally discussed it with the Directors in 1879, at which time the opinion of the Board was that so many meat-preservation companies had failed for each one that had obtained success, that it was a speculation into which it was not desirable to enter.

23. General annual report. When it comes to the economy of the trade fairly astounded at the way in which the figures are shown together, more particularly in the account of the sheep stock. The total number of sheep in a season is stated at 246,000, consisting of 123,000 of each sex. But, as this number is made up of five ages of rams against four of ewes, it follows that Mr. Harvey arranges that 246,000 of the former are to be born each year against 307,500 of the latter. Now as a fact which a reference to the farming returns of any year will at once settle beyond dispute, there is invariably a small excess of rams born each season, and

Thus it
Thus it appears that in order to carry out his scheme Mr. Harvey propos-
to alter the order of nature, a proceeding which Schicklgruber
founded in characterizing as somewhat bold. Assessing, however, for the
moment, that Dame Nature has been complaisant, and has bowed to Mr.
Harvey's will, I am obliged to confess that the figures still puzzle me. These
are precisely as many five-year-old
ewes born as there are hoggets; clearly,
therefore, none of the five-year-olds can
have died. But as Mr. Harvey did not
from his account 100% for the year for
mutton and deaths, and as Lucy
assumes with safety that he would deduct
the same percentage for each of the five
years the older sheep have lived, how does
he find an equal number of hoggets
and of five-year-olds living? Two
years is not the natural term of a sheep's
life, and it is impossible to suppose
that the 10% does in confined to those
of that age. Granted that 36,000
should be the proper number of two-
year-old hoggets.
haggetts, is it not perfectly clear that deducting 10% or 12½% for each of the intervening four years, the number of four-year odds would be less than that of the haggetts by 9840? Having deduced, in these remarks, the foundation of Mr. Haweys estimate to an absurdity, I shall not proceed with the rest. There are two things of which that one forcibly reminded me: the prospect of a bubble Company which starts with an absolute assurance of a 50% dividend, and in the hands of an official liquidator before three years are over, and the various calculations of our former client, Mr. C.H. Williams of this place, who in such an excellent sheet of paper that upon a capital of about £200 he has managed in two years to amass an indebtedness of more than £12,000.

It next remains for me to remark upon Mr. Haweys view about Stanley, in stating which he has again begun at the wrong end. Instead of forming his opinions after a careful examination of facts and figures it is evident
evident that he first jumped at a conclusion, and then manipulated his figures in order to suit it. The errors in his calculation may be seen at a glance. He charges Stanley with the amounts standing to the debit of the Buildings and Plant till made accounts. Now the Directors must know that the amount chargeable to Stanley is a very small fraction of these accounts, which cover all the Buildings and Plant belonging to the Company, including, of course, all camp buildings, derrick plant, piers, and the machinery under tally works, and all items in these accounts are under the system at present in use to profit those in ten years. The view of Reay is entirely at his nature as a sailing skip, for he became a skip, and the Stanley wages last year, regular and Earn, were £1300 instead of £2326. But the most glaring oversight in the account consists in his debiting Stanley with the cost of all vessels, while other sides
The emits, to credit the profits earned by them, which last year amounted to £401 on Company's Shipping, £465 on the Jam, besides the sum earned by the Year of Rain, an account of which shall not yet be... Then again, although the Butcher's wages are included in the total, the sales of meat sold since last 12th, 1893. 12. 11, is conveniently figured, as well as the small sum of £275 to the credit of interest and commission.

The stock of stores is undoubtedly large; but it must be remembered that it is supposed to contain everything that can possibly be wanted at any time, not only by the inhabitants, and for the use of the Company's establishment, but by any ship that may happen to put in, unless his injury or requirements are much out of the common; that a portion of the stock is very constantly being turned over; and that in the present case the amount was abnormally swelled by the sales of the Year of Rain's cargo, which had arrived on the 20th Dec. 1879, and was taken...
was taken into stock in its entirety.

The value of the total investment in Stanley being stated incorrectly, it follows that the amount of interest on the sum is wrong too, while £4000 insufficient and renew, I fear.

— good heavens — the insane and renew what? To insure land against fire? To insure buildings that are not in Stanley at all? To insure against fire plans that are already charged with the premiums before the balance of the account is struck and the profit shown? Surely it is not necessary for me to say more to convince the Directors of the utter absurdity of Mr. Harvey's calculation.

25. Now my views about Stanley are these. It is the principal town and the seat of Government; it is the point from which communication is held with the outside world. It is, above all, the shipping point of the Falklands. Steamer now call regularly, and to maintain mail

communications
of the part. But we shall not be
in it; we shall be in a breach con-
tinued, peacefully engaging our ships
in the far distance; and the position
that the Company should by right
occupy will be filled by others. Depend
upon it; if the Directors withdraw
from Stanley, they will commit an
act of perfidy, an appearance that they
will only regret once, and that will
be for all time.

No. In reviewing all
Hawes's report as a whole, it is not
difficult to divide the suggestions
it contains into two classes, firstly,
the piracies, which are those taken
without acknowledgment from him
given to him, and secondly,
those which emanate from his own
reserved intellect. Taken generally,
the first are practical, the second,
abstract, theory, the reverse. His
figures and estimates, piecemeal and
piled as they are, those endeavored
to express with plain success I
leave it to the Directors to judge. As to the future of the Company, notwithstanding the rains hopes that may end in disappointment, I will venture in no positive predictions. But, looking to the past, and hoping that in a season of low prices the condition of the South Sea's sheep may be much improved, I have felt reason for saying that when the Company's book profit falls to 10%, the dividend should not be less than 10%, and that for every penny higher the Directors may look for a ½% extra. That is, if I may say more, I will not for a moment deny: but I have in my time heard so many delusive estimates that I prefer to keep within reasonable bounds.

27. With reference more particularly to Mr. Hay's visit, I was glad when I heard that he was coming, for I hoped that the advice he was probably capable of giving would be productive of good. But changed my mind after a short time, when I found that, instead of coming to the country and looking at things for himself, he could hardly be persuaded to mount a horse, and that he could go on like
or no advice, good or bad, usually
contending himself with the remark.

"I shall report upon the matter very shortly."
Of the many improvements,
connected with his past, I shall say
nothing more. I have kept them to
proper Writers, and shall continue to do
so. The case is played out, the Direc
tors paid their money at the door, and
many will consider now whether the pro
fession was worth the pain of an
invasion. In asking them to judge
between his statement and mine, and
to banish him from their counsellor's
future, I have a right to remind them,
without self-glory, that, while in
a thing that, that during the fourteen
years (nearly two-thirds of my life)
I have managed their affairs and
here, the position of the Company has
somewhat improved, for when Stock
changed in 1867 the prospect is anything
but bright. While for the last ten years
in good and bad times, an average
dividend of 9½% has been paid.

On the other hand, the manifold
abominations of the report I have just
reviewed, in my opinion, and hope,
in short
in part, of the Directors deprive the
author of any credit for practical
knowledge of his subject that
have been given to him before its
production. In conclusion, I have
only to add that my interest in the
Company's welfare remains the same
as ever, and that of its continued
success I have no reason to doubt.

Yours, etc.,

[Signature]

[Place and Date]
Falkland Islands Co.
Stanley, 9th September, 1881.

Sir,

In compliance with Your Excellency's request I have the honor to enclose a memorandum relative to the grazing lands of this colony, and hope it will not be considered out of place if I add a few suggestions for your Excellency's consideration when framing the new Ordinance.

Recognizing the fact that more revenue is required, and that it must come in the first place from the land, I have not hesitated to say that provided something like thirty-five per cent can be secured from the sale of crown lands, may be raised from 100 to 2,000 acres, without any hardship being felt by the occupier. Could this be carried out at once, I understand that it would provide for all colonial expenditure, and for several reasons I hope your Excellency will see the justice of limiting

Her Excellency,
Governor Kerr, &c.
it to the last name found, just as course, in perpetuity, but for an indefinite period. In the first place, taking one upon
with another. Assuming that anything more
than 50 would be excessive; secondly, it would be unnecessary, and assume
that Government only desires to raise
a sufficient revenue from rents, not to
create a large surplus; thirdly in the
inhabitants count of the revenue, placing that
the chief concern, thus, admitting 52
‘to be a fair rent, might reasonably object
to having to make up the deficiency by
paying more, especially as a large portion
of the inhabitants benefit, then under
directly or indirectly. It is also worth
inquiring whether the rental or purchase
price of land is not more beneficial. This
Colony plans in several other parts of the
world, more especially the continent of
America, having due regard to its quality
or stock carrying power. On the other
hand, it is only fair to admit that the
privilege of living under a settled form
of Government is one that cannot be too
highly appreciated.

The Land Ordinance of 1871
which was made for the crew to have been sent from the British Office to be procured in place of the (now) existing, present ones since the term of a lease at 21 years has now returned to the principle of long leases, which established in 1851, had been lost on one side in 1861. This was a great victory for them; the fact was, one could not buy a deed to a land without an increased amount of improvements, and it could not be bought; the court of Chancery, the judge of the deed to the longer leases.

Thus is only one of the points of great importance that I wish to bring to your attention; that is, that the tenure of land should not be purchased any less secure than it is already under the Act of 1871, without a payment. The land, that is, is occupied by persons who took it up originally as a common pasturage, and as such, it must be reetermined and warrants in due time, improvement and that has taken place. To succeed in the interests of later times, the Company...
Frequent made me return to its Shareholders for 20 years; a majority of the Shareholders have not been at work more than 12 or 13 years, and they are only just beginning to make headway. I submit, then, that to allow their leases open to competition was such a proceeding contemplated would be unjust in the extreme, and that absolute priority should be assigned to the original holders at the rental current at the time the leases fall in.

Section 20 of the same Ordinance also provides that improvements shall in case of sale be valued by the Surveyor-General. I think that it would be more satisfactory if some other way of ascertaining their actual cost could be devised, as it does not at all follow that the officers who may be appointed to perform the duty would know anything about it.

I understand that, even if the rental of land is raised at once, it will only just now affect rather
less than 40000 of the 1570.596 acres
bought from the Crown, the remainder
being held under leases which do not
expire for 9 or 10 years; the problem
before Your Excellency, therefore, is how
to raise revenue in the meantime.
I think it may be able to suggest a way
of bridging over this interval. The
Company already hold some freehold
land outside Botswana, and I think
that I am in a position to say that they
would not be disinclined to add to it
by sections from the sections they at
present hold as tenants. If therefore
it would meet Your Excellency's views,
I am prepared to undertake to spend
£500 to £600 annuently for the next
ten years in the purchase of 2000 to
3000 acres to be placed on the land
on and near Chimala Island. I am
perfectly aware that this would be
opposed to the objection Your Excellency
has already expressed, viz. that the
Government would be failing with thei
land and living upon their capital; still, if the maximum quantity 20,000 acres were taken, it is so small as compared with the remainder—put 2 per cent—
that I cannot but suggest it as an easy way of removing present embarrassments.

In conclusion, I have to express my regret that, upon information derived from Mr. Harvey, I mis-stated your Excellency's action with regard to the suggested township at Darwin Harbour, and apologising for the length of this letter, I have the honour to be,

Yours ever,

Mr. [Signature]

[Name]

12th Sept. 1.

Sir,

I now reply to your despatch 365/9, which I acknowledged last week.

2. 365 - 2. I have acted as agent, not for M. Bearn but for the Liverpool Underwriters Association and in concert with Captain Ancher.

3. I. 5. With regard to the stock of stores, the present mode of shipping by clean in having the very effect the Directors desire. The stock of stores last Oct. was less than the previous year by about £4,000, and the ship's stores included for the first half-year amounted to £6,000, or at the rate of £12,000 a year against over £17,000 the year before, while the outgoing has not seem to have much diminished. It may therefore be reasonable expected that the total will be much reduced next year. I am now ordering them very closely indeed, so much so.

Yours,

J. Coleman.
The other two were Alexander M’Laren and a sailor named Brown. Simpson, a relation of Grigor’s, has taken charge of his effects. Mr. John Gardner wishes to emigrate by all means, but his circumstances do not seem to justify his departure. I have spoken to the Company, and they have instructed me to write to him. His wife and children, I think, are the most qualified for the position of servants. I am inclined to think that many ill-starred marriages are greatly ill-starred, and that many persons are in very capable of taking care of themselves. If his mother wants him, let her send him money to pay her passage. It seems that it is no part of the Company’s business to act as emigration agents for every needy person who wants to come to the Netherlands.

P.S. If you mention a ship’s policy on this route, do not mention policy, and if so what risks are insured against?

Beyond any slight danger of fire, I see none whatever. As long as we are in perfect security, the ship is secure. The wind is from the southwest, and we are already on the coast of Ireland.
that in some important supplies his stock has quite run out at times, for instance, tea, coffee and oatmeal, and at present are down to nearly the last barrel of sugar; you will see the proper part if you fail with some shipment, or delay it; you will have nothing coming out; I mentioned this before. As the homeward mail does not carry the orders in time to be executed by return shews, they will be sent by Sandy Point in future. I do not use the expression disfavour as a term of reproach, but simply to denote a shaky kind of feeling with which the causes of illness and illness are inseparably connected.

4. Jan. 17.1926 saw a Russian importer in his usual capacity exhibited the European Denterati in an appointment he had announced of obtaining.

5. Robert Gregor was drowned by the upsetting of a dingy at a Loch near, in which he and two other men were probably sailing on a fogy morning.
you must take care on your side that you do not slip any below his dispatched quality.

p. 386. 1. Then write a separate despatch with the above report, I recommend that a fence should be put up in Siguina from Tousquet to Arm to the opposite coast, in order to enclose all the trees in that section, and also one from Adventine Round to Prasiee Hill to shut off the Watanee Creek section: but these should not be put up until we have الجنس off Captain Parke, and I am happy to say that I expect to have the amount relieved there in a few months, so that the obstacle in the way of erecting that fence will be removed. The best time for doing all labouring work is just now; but I should very likely have an opportunity of making a contract after the winter, and the power the power in his the better. I have now, Station, a sufficient supply of pork but they can be got at very short notice from Sunday Point. On the martial chart
The distance from Logan Island to Island No. 1 is about 67 miles and 600 rods towards 47°. The first is the more important for it will give me a great piece of pasturing ground on the Mount Pleasant section, which is excellent land. Allowing for the difference between geographical and navigable miles it would be about 71 and with the basement 574 ft. (forest land, horse and cattle) and the remaining 246. I would come to 486 ft. 50 and 90 ft. black pine, and over 200 ft. A. 6. poles. The sawmills should get from Sandy Point, and all that it will be necessary for you to ship in addition to the wine will be about 400 pounds of Ootomo (must pay 18 of catalogue 249) 80 Lamps 40 pounds of pigging. I would have 20 of the kind just mentioned and 140 pounds of the kind just mentioned and 140 pounds of mending. 50 pounds of pigging. 80 Lamps 40 new.
Statement showing how much more you pay for o pence by the yard than if you buy the material separately.
If you will lend me the sum and精彩的至...
an about here of the Steamers. She has a good hold and carries 30 bales of
load. Take off the engines and the launches will slide outside, place
20 bales. That to bring 2000 bales in
in Stanley between 65 and 70 days, we will have to make a complete expenditure
of labour and fuel would be hard to
say. This gives the large quantity of
hours and materials that go in of
 Stanley annually, skip after skip would
have to make when one doesn't even
real workers take all - besides they
now made 25 full load? Doubt it;
Some estimate that for all the work
they would do, conversely, we should
be as well off with the schooners. Then
as to having them from Montevideo,
we but have been suggested by anyone
who has been in a gale of wind at sea?
You may have a smooth run down, but
ship very doubtful; have made fine
ship, and can only remember one in
which a launch having acted as a
steamer would have had the least
chance of living. I saw no reason for pulling up a house from a location.

The two lamellae would be a pair of white elephants, but if the directors thought of lending one for harbour work they would be right. Almost 50 to 60 ft would be made useful in doing all kinds of work for which we at present have to engage at least a boat crew of six hands, and, as I have often remarked, for discharging and taking aboard cargo from the steamer. But if the directors sup-

pose that one of these little things would clean gondola trunks and

bring in a demasted vessel of 1200 or 1500 tons? This is labor and
damage as well as cargo-carrying that I am in hope of making money.

Now as to the steamer, while David

went a vessel to pursue long or short

ocean voyages, except perhaps to the

Strait of Magellan, should like on
that will stay 200 days or more. My reason is that the production of wool is increasing, and that to carry a farmer's whole cargo up to much larger numbers, and what I want is to pick up as much farming as practical is taken by the winter's farm, it is an advantage to be able to take each person's cargo above three times or in as few as possible, looking at the intent of the land held by most of our clients. I believe that when they have reached a total of 200 to 220 well-grown bullocks they will have got to the rest of their bullocks. This applies to Messrs. Bonnor, Ridley, Rickaby, Holmester and Blake when they meet their new station. Last year I sent you an account of the year running of schooners on the Company's and their clients' account, it amounted to £2566. I now enclose a press of the same for 1850.
which comes up to £1,000. We ought
to do all this, but have been unable
for want of carrying power; another
reason is part of the cash paid for
securities since the Black Hawk
was lost, which will be immensely
added to next seasons unless I am
provided with another vessel. The
gross freight has been raised £500 in
one season; this is perhaps a larger
spying than usual, which should
be put down for towage or salvage I
am unable to say; but I am well
of many vessels that would readily
have paid to be taken in or sent back.

I am satisfied the income would be
considerable. Mr. Dean was nearly
buying a steamer before he left, and
now talks of having one - but to say
that he saw plenty of suitable vessels
for sale at prices from £20,000 to £40,000.
Now it was seen both Directors
in all matters connected with buying
or building ships the Company had
purposely been taken up? Was not the
price paid for both Black Hawk and
Sioux Hawk—over $20 for each—
simply absurd? And would it not be
better to get hold of some experienced and
honest pastoral man, and let him do
his best to get them a smell? The
refusal of the Black Hawk was a sheer
robbery from front; but Blackies dead.
The principal person connected with them
is now dead. Perhaps it may be thought
that these affairs are no business of
mine; but, if I am to be responsible for
working the vessel, how at a profit,
can I hold my tongue when I see
hampered with an enormous insurance
premium and an enormous sum in
interest on cost to last week? I have
been looking lately through one of H. S.
Mass' shipping circulars, and have
seen a dozen vessels suitable as far as
description goes; and many of the said
numbers that are offered for sale have
unsaleable ones that would do.

unfairly been taken in? Was not the price paid for both Black Hacks and Spanish Hacks over $20 per reg. ton, some thing understood? Then again she receding and rejecting of the Black Hacks, not to a ton was particularly mention, but believe from what I have heard that the person the Co. employed, since deceased, was mainly responsible for this, the last small point to be suggestion in my last dispatch (330) that a practical man should take the matter in hand, to which indeed was that he should be one not likely to lose his own pocket? Perhaps it may be thought but these affairs are no business of mine, but it seems to be responsible for writing he needs here. I conceive that I have a right to protest against being dismissed at his own will with an enormous premium, and an enormous sum of interest on each, which are a heavy weight to continue against. I have been looking through one of the microcosmic curators lately, and send you some specimens of the advertisements; out of the
numbers that are offered for sale, there must surely be one that would do.

9. 57. 2. It is very satisfactory to find that the Company has behaved in 21st and 25th years, as it shows that there is no immediate fear of a township, in fact, the Governor told me the other day that of the yearly lunacy will be really as good as a year or two years in prospect of our case being disturbed. He also said that he had made a mistake in reporting that he was in favour of the township project; he simply asked for instructions on Mr. Bellingham's proposal, and when I told him that I had got any information from Mr. Harvey he said that that gentleman had talked to him very kindly on the subject. The fact is that if Mr. Harvey talked to the Governor about the township and land generally as he talked to me, I would have been better if the Company had paid him to stop away, so very much were his views opposed to his company's interests. I have seen the Governor
Several times lately on this land question and am glad to say that his prices seems to be getting much more reasonable. He wants revenue, and so long as he can get what he wants he will not try to turn anybody out. That being the case I have thought it wise to say frankly at once that we can submit to paying money for 10,000 acres at 10 1/2 a year for 2000 acres, the interest on which at 5% of purchase at the expected price would be 162.16.6 is a very small sum to pay for the rental of 100,000 acres of land and more to fight the question. The revenue needed might be raised in a more objectionable manner. I still think that a safeguard against disturbance it will be well to acquire a greater proportion of freehold, and claims here gives us an opportunity of putting the proposal before the Government which the Directors have authorized me to make of which I have profited by giving it due
J The same day, 

Your Highness thanked me for it personally,

saying he would not accept it official.

2. Being again on more friendly

terms with the Government than during

the late Afghanistan's time, I hope that

the land question will be settled in a

satisfactory manner.

I have no doubt

Pleasant will be granted. I have reason to

hope very shortly.

10. Per 5. Extract Mr.

Humphrey as to a station. Per 5. Agreed

I receive more definite instructions about

next year's shipments. Cannot say if I

shall send wood by Flaneez or not. In

doubt shall have some ready. Have

got information on the wood color, annual

tongue. Agreed to whom have to go if

want any early information about the

Government's affairs. Agreed that mails are

going once a month instead of twice by sailing vessels, more

particularly with important instructions. 

While on this subject I may mention

that although the Director am good
enough to send me an office "Times,"
the way it is forwarded under it of no
value except as waste paper: for, instead
of posting it as formerly, when it went to
varies regularly, it is invariably sent by
longest possible route, consequently actually
received by the Thirteen on the 25th. Any
paper of January, having already received
my own up to some time in April by the
Thirteen.

11. Par. 9. You are aware that
for the last two years I have reduced the
amount added to stock for cost into three
from 20% to 20%, I price for more im-
potent part of the stock myself, carefully
reducing the whole, and in every case of
deterioration because the value below cost
price. Not a year ago I had all that I
considered deteriorated and unmarketable
sold by auctions, so that when you express
a fear about the old stock. I can only say
that I believe that you are quite wrong:
however, if you will examine fluctuations
and punctuate my special items that you
are uneasy about, I will give the matter
my best attention. Under the circumstances
you have signed December 19th, and the proposed
further to reduce the face value of the stock.
12. I cannot say anything as to refuse, as Irwin's plans are in Dr. Hattam's, which private out.

13. Mr. Yeaman has done nothing about naming the deed on the Dawin Clinic building, beyond suggesting that his company's name should be run through the title. Do the Directors wish me to insist upon its being paid? I understand that Mr. Yeaman intends to leave the Country shortly.

14. After repeated applications, I have succeeded in getting all the ordinances, of which printed copies remain; the others have been lost. As I saw Mr. Yeaman as if all that you want are sent, he can only spare one copy of the new Warrington Ordinances, which has been lately issued.

15. Since writing on price, find that the Dean paid £9. 17. for Blackwine, 5", and £16. of formerly taking £6. at 6½. Have computed the cost of the fence, in which I find the price at £14 for two. The best plan appears to be buying from the maker at Warrington or in Sheffield, black.
announced wire in the kind required.

16. Some years ago I was pro-
posed that I should act as agent for the
British Foreign Marine Ins. to inspect
picks on their account on coasting and
other voyages, but the proposal fell to the
ground; and now I have received an offer
of agency from a association connected
with May's, while I enclose, together with
my reply, offers for general. Very likely I
should get some insurance, and it might
be a public convenience.

17. Capt. Campbell has lately
got charge of the Grenv. sloop Orions; he
put to sea on his first voyage on the 1st
Sept., and returned under punishment from the
eastward on the 11th, having been totally
destressed in a gale the day after he left.
The Orions had been allowed to run down
by an unacquainting state, and the accident
was no fault of Campbell's. Mr. Dearman
was on board, bound for Fort Stephen, and spent
in high times of Campbell's. ship and liked it
in passing the mouth of a time when her less
sured invitation.
I have lately had the good fortune to replace the false keel which was knocked off when she was aground last year in St. Catharine Channel, and I am glad to find that her bottom is in very good order. I had intended to repair her thoroughly, but the catalogue of her defects is so appalling that I have decided to paint her up and see what the Director puts up. Here are a few of her defects: the false keel is chipped and the fastenings both in the coaming board and in some places rotten, more especially the strakes in the framing of the cabin. Several standpipes are broken, others sprung, others again rotten, unsalvageable, but all to pieces, and if taking off to put new standpipes in cannot be repaired, the deck, which was originally three sides thick, is now thin on two decks below, and finally the head of the mainmast framing, and a great rent in it opens at sea, though I cannot say that it is actually disastrous. Without almost entirely renewing her from the pole up she cannot run pilots' etc.
than a year; but this would make an excellent lighter for discharging from the steerage in conjunction with the proposed steam tunnel. Now, of all times, I have ever known here, with two schooners lost and paid for and a third nearly played out, it is most favourable for getting the work proposed, and I sincerely hope that advantage will be taken of it.

19. Stevens has done his necessary dredging at bank two, and from the enclosed extract from a letter just received appears to intend to hold his own.

20. Further particulars of a new funnel Martin has asked me to send for for his plans tunnel. I should write more about it, but both the steamer and Steamer Cash keeping that piece long at a cost of $200 and $250 respectively, saving something double the money in demurrage and labour, however.

21. When writing about the engineer for the answer, I might have said that a proposal made which from London some time ago might not be carried out, viz., to have a small cargo vessel, connected with the main warehouse, not to be moved without the engine.
Corrected

Francis M. Borne, Governor Kentucky

F. E. Cobb

1. 1 New Whisky 12 gal. 200/lb. 6... ... 6.
2. 1 Case 6... ... 3... ... 3.
3. 1 Bqt: Sherry 6... 24 12... ... 12.

Total 9.12.10

Lewkild August 1

Frederick Cobb Company

C. B. Smith

Total: August 1

Frederick Cobb
22, 16th Sept. The Britannia has at last brought the annual report, and I have to correct an error in my 318-7, which was written upon the supposition that the actual balance in the Stanley books were to be incorporated in the London accounts. Know see that the forms get in credit for the right years' produce, so that my remarks only hold good as far as the Stanley books are concerned. The mistake occurred through your writing on 1st June. 1836 that correspondence the Stanley Profit and loss account will be incorporated in the Profit and loss statement printed in the annual report to the shareholders. This account does not agree with the printed report in the following items:

Stanley statement London report

(Black Hand)

Working a/c 18. 3. 0 382. 9. O profit
Sale 402. 9. 11. 1 391. 9. 11. 1
Cost 4625. 13. 9 11363. 11. 0

The last Sunderland, but believe he glad to know how the other differences have arisen.

23. A number of ships have put in lately as per list, but none for
24. Unless a statement about an action Altham et al. v. Williams has kept coming over my head and some passages which I wish to have an authentic, legal opinion. Can you tell me if it is true that he passed through the Bankruptcy Court at Chelsea andlicante, which began before he came to the Cathlends? I wish to show, if necessary, that his business was so risky and began on so little capital that it was not one in which any claim for decimation could be entertained. And if the account is to be refused, it shows any reason why I should not press for the interest he undertook to pay, or was that finally abandoned by the Directors?

25. The gratuities paid for last year amounted to $131.57 in number 105. Having been paid to all the Company, tenants in the Islands with the exception of
Mr. Clay and myself. He says the Company informs us that the book from which it is always of poor quality.

24th. Mr. Clay tells me a curious story before he left. A man named Robert Hunter, formerly in the Company's employ, but latterly employed for one or other of our neighbours, was in London last year, and he relates that before he left an urgent message was sent to him, begging him to call at the Company's office. He had no wish to go, but the petition was renewed in a more pressing manner, and finally upon his cab fare being paid he went, and found that he had been sent for to inquire a pump; the condition of the Company's pump. According to Hunter's story, which has been current widely through the Camp, the pump, which seems to have been worked this instance only, that little effect, for all he was able to say was that he really did nothing at all, as he went to dinner but once a year on the 1st January, and then
only passed through a small portion of the Company's land. Lord William that he believed the private enquiring system was a very old institution, and that I concerned myself about it very little, as I did not think the Directors were privy to it. He supposed that the men believed that it took place with authority, and that among our people it had the most possible effect, as it led them to believe that some of the Company's officials were trusted. This is only one of many similar stories brought out by men who have returned to these islands; many likely it exaggerated, but if founded on fact: it is worth considering whether the Company's interests are forwarded by such a system.

21. As I wish to patronize the Darwin races on the 15th November next I shall be obliged if you will send me a single entry saying £5 per person, by the ship, to make

New Year's Day is a great institution among the inhabitants, and a little encouragement of their sports is agreeable.
Falkland Islands Co

Stanley Hartt Germany

1914

613/74 40 cts. Allspice 1200 lbs. 6.3.0
619/280 10 80 60 3 - 10
50% 510/14 20 50 60 - 10
510/14 10 80 60 - 3 - 10
5/6 6.0
23.14

5.14.0

Nineteenth September 1

E. Ecoff

Stanley

1914 Sept. 1
Falkland Island Co.

Stanley Hotel

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>513/21</td>
<td>B. G. White &amp; Co.</td>
<td>20</td>
<td>20.00</td>
</tr>
<tr>
<td>5213/24</td>
<td>12 Keys &amp; Nails</td>
<td>10</td>
<td>35.00</td>
</tr>
<tr>
<td>5352/21</td>
<td>20 lbs Old Iron</td>
<td>20</td>
<td>20.00</td>
</tr>
<tr>
<td>6122/29</td>
<td>2 pairs R. B. White &amp; Co.</td>
<td>50</td>
<td>50.10</td>
</tr>
<tr>
<td>64321/14</td>
<td>25 lbs White &amp; Co.</td>
<td>25</td>
<td>25.00</td>
</tr>
</tbody>
</table>

9th Sept. 1911

T. H. Good

Comptroller

Spirits
29. I notice that you have put recollections from the Southlands at the Copley-Sawyer Exhibition. If these are some that were brought in by the Black Watch they were taken on Staten Island.

30. I am sorry to find that through some blunder at Darien. Nature here are no keen stipulations entered on the Robinson's bill of lading. There were a number parties toward these for damages, for which no receipt was to have been taken, but you will of course see that everything is discharged.

31. Nearly 10,000 sheep have been dipped by Patterson in the South Arm section, but it is worthy of remark that it was not necessary to touch the Danvers M. sheeps which had been dipped in little. I send you some statements as to the cost of recent dipings, of course each month's growth of wood covers away more stuff. This reminds me that the Harveys in his estimate placed the cost of rail dip at 12d per head, a practical man would have known that this dip
off the shares into half the latter are in a boiler will trip 1200 at the former to 300 at the latter. My brothers or indeed who have used little say that their wood looks splendid and that there is nearly a bushel freed; and Mr. Barnes who used it last season has just ordered 500 gallons more. The weight of the Dammship was last year shipped in and Lucy much with the Director would allow me to use my judgment about little, at least as far as the Stock Lump ships are concerned. Some of them ship would come out in barrels, which are cheaper, unless they will allow for in return the drums.

32. By way of difficulty in dealing abeam with the cattle two in the fact that the shipping of the department are towns of the company, about 2000th, the best spirits having been purchased for 20 or 29 years. Does in Director be inclined to be anything in the way of fines for such old cattle, unless it becomes necessary to dispense with their services?
22. 10th Oct. Have this morning received your despatch of Aug. 28, the United States being advised in Fort William last night.

34. 30th Oct. I believe that Barret will have got England next week.

35. In 9. I will let you know as soon as I send my last draft also, please countermand your order for 20 Bds. per Mm.

36. Nov. When Campbell gave me his list of last effects I remarked that it seemed pretty well called. I conclude that he meant it to frequent his real home. not expecting to receive more than 200, for which you report the Captains' effects were received at the Company's expense.

37. June 1st. Could we get cheaper freight and we cannot compete with his prices in every thing now been with to understand his words can go there with equal advantage, because, from 15. to 16. a ten, knowing that they have
being port charges, a custom of going
round seeking afterwards, buying
bottles, challenging in a roastheat
with long detentions, while some will
earn here next day, whereas they can
establish their cost and get bottled
without difficulty. When so many
people are actually seeking from
England in bottles, would not 20 to
the freight on about 2000 less be better
than nothing?

29. Sept. 1837.

Besides the
rough stuff for the sensual in case the
Company's new schemes on slaves
would be nothing, there is no immediate
hurry for it. We are in a transition
state now as regards carrying, and
therefore cannot import know-how
smoothly as if we were in a groove:
but my opinion is that one should
do with one vessel a year for rough
goods, leaving London end of July
in runs to take better hands, and
with this view Lewis' estimate before
and now I beg to join you on issues of
our probable requirements for the next year. As regards the coaling station, I understand that it will be a much elaborately scheme, and that it cannot even be started for two years: should it be carried out we doubt there will be difficulties about rough goods. I will here answer the business part of your letter of 18th August with reference to freight. I am aware that it seems very heavy, but when analysed it does not look so bad. The total grand进口
there last year amounts to £3112 2 2. The total freight, Browning account plus freight on sugar
wells from Boston, amounts to £672 11 3, over 21%. Part of the
total sum, £2977; 17 6 represents general furniture, while the wood
comes to £264 4 0. Freight on this
wood Cn. 90,000 @ 40 cents, cost
from London, £1243 2 1. Thus the
general goods come to nearly £429 9 3.
It appears that the freight on the wood is nearly 20%, and on the general stores under 15%, to which the
minimizes only has to be added to complete the statement of expenses, ours for ships' stores in Havana. Compare
this with the following percentages of expenses in the years on sailing vessels,

<table>
<thead>
<tr>
<th>Year</th>
<th>1796</th>
<th>1797</th>
<th>1798</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kearsage</td>
<td>47%</td>
<td>67%</td>
<td>58%</td>
</tr>
<tr>
<td>Waller</td>
<td>64%</td>
<td>47%</td>
<td>57%</td>
</tr>
<tr>
<td>Yankee</td>
<td>18%</td>
<td>18%</td>
<td>17%</td>
</tr>
</tbody>
</table>

In this case, you see the wood in the ship's
outfit, and after all expenses I am
glad to get what I have hardly
complain. Had it not arrived
the wood, and after all expenses I am
glad to get what I have hardly
complain. Had it not arrived

The vessels are the same as last year,
and had in getting goods in this way
there is no getting up with underbark,
which forms and ships and makes the
food on board. Counsel Hoyt.
that you will continue shipping my
products instantly by steamer, and not
wait until there are orders on hand
sufficient for a vessel. I suppose on
any part to send by vessel sooner or
later. I conceivably that unless
finances are so much easier now it
is not so indispensable to have
woven quickly; it is not because we
have been sent off quickly that the
finances are easier, and that you are
mixed that longer periods between the
stop of the work with stores and
the return with bauxite will? Then
being my ideas I do not telegraph.

39. S. J. Stahl: But
and matters will be arranged here
satisfactorily, so that there will be no
necessity to communicate further
with here Kimberley.

40. S. J. Stahl: You appear about
of forgot that Mr. Pag was place here
writing to my wish at the time.

With present to Camp, as it is
a good deal of experience
at different times and with different
men, and I have been satisfied for a
long time that the right plan is to give
the overseer who carry the worst of his
labour, and they will feel their responsi-
bility; discuss with them fully beforehand
what is to be done, and leave it to them
to carry about, not meddlesing and interfering
in details, which just causes a great
waste of doing any good. The overseer
in his turn knows a lot of responsibility
on to the shepherds, his being en
gaged in gathering; each shepherd knows
his own pasture, and is responsible in
case of a bad muster. This system
works like a machine in the Christian
society, where the shepherds are all
united and work together with a will.

Philetus would have visited him in
person, and so it is believed, he being able to earn money, in the present
state of the city, that is that a parson.

John complained
that he had prescriptions, and asked
ministry and was spending much money.
43. Malcolm Butler is not
already sent may come out for the
company and his wages 2000
be advanced.
44. Below his deposit
might find 400 but cannot say when the
blanket will get away as ready close
work is the being made with the carp.

Jane B. Ro.
your obedient servant

[Signature]
Triplex No. 318, 319, 320.

Duplicate to Coleman

- Statement on account
- Manifest of parcels
- Invoice

21st Nov. No. 602 for £100

Silarion's 1912 No. 1410

Stanley Smith & Co., Clerkenwell, Aug.

To, 3rd Aug.

Cobb to Governor of 2nd

Alexander Dipping

Cost £10 10s

Excerpt from Patterson's letter of 1st

March's requirements for engine

Act to be collected from Silarion

Shoemakers 2nd July

Underwriting Acts as Cobb 30 June

Reply to

S. Ordinance of

Earnings of Shoemakers 2010,

Wages ending Nov. 20

Cost of 2 miles fencing

Instant

Statement on account

Shipping Report

Mess' Advertisements

C. H. Williams, 2nd Aug 17

Mine, 30

Postage Stamps 1½

Copy letter from Liebig to Cobb

Shoemakers No. 4, Clerk's Office, Dept.
1 box Cigarettes
20,600 = 220 12d 03/ 10.10.

5% 11
= 15.13

13-10

James Mcloth
Sept 1st

A. D. Mcloth
Agent

25th Sept 1

Mr. F. D. Mcloth
B. W. Ferguson
Pendleton. 26th Oct. 1.

My last despatch wrote for London on the 21st ult., since which I have been most of the time in the Camp.

2. I can report favourably of the prospects for next season: the sheep belonging to the Darwin and Walker Auch sections remain as clean as ever, while the sheep administered by Patterson in the early spring at North Auch seems to have completely arrested the progress of the scab; and I hear no complaints of any fresh outbreak. The reason for which has now almost passed by. Even at this early period, therefore, there is nothing rash in predicting an excellent ship of wool.

3. I went to Balbless Auch, and found that Flanagan was getting on well.
with the fences: we are short of
swingers, which, however, expect
tomorrow from Sandy Point. This
reminds me that Mr. Harris recommended
hardwood swingers, but it turns out
that they are too heavy for the fences.
(This seems to confirm a rule which I
believe will be found inapplicable, viz. that
you should
ask for advice and then act in direct
opposition to it in every case.) The
addition to the woolshed is in progress,
and will be finished before the shearing
season.

4. At North Arm the wool
shed addition is nearly complete, and
some alterations in the dip pens are
being made to enable the sheep to be
worked more easily. The fencing at
this station is hardly sheep-proof, but
the addition of a few swingers will be
sure to make it right.

5. Two horse shares have
taken place this spring with but little
effect, not more than 50 or 60 being taken; how to destroy these animals; is a problem. I think shall have, to put a great price on their hides.

6. I have received the first contract from 7 to 8 feet, which on 100 or 5000 sqds. makes a good difference.

7. Wishing to judge personally about little dip, and its effect, I made a point of visiting lovely Island and Hanson Harbours. At the former place I saw the sheep looking so well; I was all over the island, and saw no signs of shee], like, or anything else. At Hanson Harbours I had a number of sheep banded up and several were caught and examined; in every case the growth of wool was all that could be desired, and this, it must be remembered, was a very healthy place. When dipped in Little last season, but has kept down during the winter. I am now to well satisfy with the dip that shall avoid injury of the pasture granted hence it was safe, and certainly all this
outside shep in it. I questioned the Shepherd at Danner Harbour and ascertained that the sheep throughout the flock are perfectly clear of tub. No. Harvey's personal differences with Mr. Little were no secret, and one of our sheepmen was about right when he said to us, "Little's ship was condemned long before Harvey ever saw it!"

In order to get the North Arm section into good working order it will be necessary to shift all the men entirely into the New Point raios, and to do this satisfactorily I strongly advocate the section of the pier mentioned in a late despatch from the head of the North West Arm, as threatened was, it would not be more than 6 or 7 miles, and would not only keep our building ship entirely separate, but would enable us to make use of some thousand, of acres of camp which cannot at present be occupied thus carrying men more sleep. I was out on ground this time with G.
Patterson, who is anxious to get his piece
shall put a suggestion for this down in
the heavy goods order now being made up.

8. I have offered the Darwin
press to Mr. Bailey for £200, and should
recommend its being sold for ten lines,
and a new hygratic sent out in the bill. I
shall just have a box built for
the Darwin press of good strength, which has
cost about £5. I will endorse the specifi-
cation, and if you could get one made for less money
I would be better to send it with the press.

9. After long consideration, I
have decided on a quantity to sheep
for close gathering, abolishing the rest. Encloued
in the notice, which if printed, the sheep will
get £257 5s. 7d, but to save all the labour
of gathering will have to be raised. On the
other hand, the quantity if paid according to
the old system to 121 hire and 5 in London at
£2 10s. would reach £310. To anticipate objections
I should mention that labourers get contracts quite low.
This money will last the sheep, unattracted from
all other earnings.
10. I must say that I was more than surprised to find that the Governor had received from Mr. Harvey a copy of his report, "printed for private information." The Directors have been so completely fair to me in withholding comment upon that incomparable piece of audacity until receiving my reply, and in keeping all allusion out of the annual report, that I find it hard to believe that they have sometimes a copy being sent to an outsider. At all events it reflects too much in part upon myself personally and my management, that anyone reading it should see the other side also. I think a copy of my answering despatch to the Governor, and at my suggestion, Mr. E[arl] will not let the report get any further. Should it be circulated among the shareholders I have not reason why my despatch should not be printed also, can being taken to substitute arguments for the name of._

---

...
of the company's means to the Governor just as he is looking about for something to raise revenue out of, and I think I may conclude that had the Directors wished it the report would have been forwarded through my office, not behind my back.

11. Samples of wood must come sent from the miller but without prices, so cannot order from them.

12. The pressed and cut-out will of course be done, but if anyone's prices had been asked here the Directors would have been informed that although the first flock clipped got a good bite, the second flock in the world could not stand 40000 to 50000 sheep passing over it one after another, and that it is almost as absurd as laying down clover between your offices and the temple area. The thing to aim at is to get the sheep away as soon as possible after they are brought in, and this will be helped by the additional standing room provided in the woolsheds. In the course of time it will be known that carrying out B. Haring's own ideas is synonymous with waste of money.
13. The S. of Swansea has arrived on fire, and on the strength of your letter 14. of June, I commenced myself as agent for the Swansea Merchant Shipowners Co; but the Captain would not recognize my authority, and went to Dean. You must have some reason for writing me that we had been appointed agents, and forprinting the name on our card, so you had better furnish me with any letter or other document you possess. I propose to let the Euphia on the same terms as to the Atlast, and I am more surprised at not getting the business as we have always had the consignment of Dutch and the Swansea Co. 80s for ships, and I believe have given satisfaction. However, the Captain of the Swansea put himself much on the other side, and this air influence brought to bear upon the master rue against which it is impossible honestly to compete.
It will be time enough, if you send the sailing vessel away from the middle to the end of February. Send an instant for rough goods which is calculated for a 12 months' supply, and hope that some of the finer goods will be shipped by her; if necessary to fill up, and make wood, deals, feltings, hay, cheap crockery, tinsome, &c., extra wheelbarrows, and anything cheap and useful. If you have not weight enough, stone and coal or bricks, but just in ballast, which will save time and labour here. I should like to see Plummer out again, but it probably a good chance if she happened to be at home. I have had quite enough of the bilious, and in assailing you should keep two rules before you. Do not take up a ship whose first 11 period has expired, and avoid those belonging to poor owners, both classes have many disadvantages, amongst which may be mentioned a tendency to damage wood, and a general shortage of dummy and necessary gear of all kinds.
15. I shall be able to manage
with the tasks on hand with the assistance
of the barrels from the publicans, but
of the 200 from Graves. Barrett has
only been able to set up very few, and
I have no doubt he will give you an
account of them himself, as he goes this
week. He has been a troublesome
person whom I would not stand in the way of his
looking up a lot of tasks for me, as he
could not do worse than has been done
already.

16. I have stated several times
with the Governor about land lately, and
have great satisfaction in reporting
that he is favorably inclined towards
the proposed purchase of lands. At one
interview he said that, speaking in
officially, and pledge himself and
the Government to nothing, he thought
that if the Company wanted a good
piece of land perhaps a concesion in
the fine might be granted, and only
a few days ago, just after an Executive Council on finance, asked me if it would
suit the Company's purpose to select and buy the land right out, paying for it
by yearly instalments. Looking at your
586-1 and 587-2 about the price remain-
ing at 41, an acre. Could not myself
have made a proposal more in harmony
with the Directors' wishes. In the course
of time I shall see an opportunity of
making a proposal which I shall take
and subject both Directors' approval,
just as they propose will be guided by
the Secretary of State. As things are
going at present I think the Directors
may feel easy about the Coi lands: it
is all ready, a great relief to me to
have a straightforward and payable man-
to deal with.

17. Should the Company's men
wish for a successor to the present shop
that it will be possible to get a man more
capable of doing this thing and perfect;
and I am informed that the Minister of
the Established Church is of a better class than
those of the Free, the doctrines being spec-
ifically similar.
arrived at docks last night. The unprofitability of these steamers throws out the office with a good deal. I have received your despatch 570.

10. Jan. 5. You have the details of leased land in Mr. Harvey's report, copies from the rent rolls. As regards purchasers, they have been going on your dispatches alleged to above, which approved of my proposals; and as no measure was adopted in consequence, nor have recommendations of fencing made to any large extent, and the wild cattle and hordes may be closed with snakes in Ireland, in they do not exist; perhaps a dozen old bulls might come down from over the mountains in stormy weather. There was no reason advanced in support of Mr. Harvey's opinion; suggestion that leased land caging between 3000 and 4000 sheep should be given up, and in return (by S4t.14) one guilts alien to the necessity of holding it. Then from a trustworthy source that the Governor is much pleased with my suggestion and proposals, and recognises the company's desire to support the Government.
20. Feb. 6. Sam as again pleased at
not receiving a telegram, for if you send a
pcket you have no idea from how rough
goods such as these come: you remark that
shipping must be made for the packet, which
means that dii. monthly orders so carefully
packed out are to be stamped into a ship that
will arrive months after half the goods have
run out, if so, it seems very little was lost in
any trouble over orders whatever. Sam getting
the schooner work well ahead, as that should
able to devote the two schooners to wool col-
lecting, and can no difficulty in getting our
own forward for the three schooners, and on
this you should get Samuel to make the same
adjustments as promised on 1870. These are several
points. We looked at business the actual diffic-
ties in freight: by steams the Division got
their produce home early and seven weeks
forward interest on many thousand pounds,
and in this past year can damage them in
water vendor, for which and not always
tens: "Oho! again this year have they not saved the taken freight over and over again by getting the wool forward and selling before he fall in the market, whereas, having done hand they might hold if the market showed signs of improving later? The schoon freight saved by taking vessels going to Dominie is nothing; only a third of our wool comes from there, and there is so much in the way of supplies, coal, etc., as going up there that the schooner may as well bring back wool as claim empty. Shippin' on board steamers is also done much more quickly and cheaper best expensively. I trust that the schemes suggested for our annual ship may be carried out.

21. Snd. I trust that the printed report may not be sent to anyone on the islands. I regret that the President do not see their way to part owning a steamer with the Hoorn C. Deaking it could be worked cheaper, and at any future time, if necessary, suspension we could buy them out. Then experience at the outlet for buying a building would be great.
advantage to us. Respecting the conveyance
issues with Stand. Know not the Company
very strongly urged Capt. Thomas to recommen
delivery being sent in addition to ours, so
there was no misunderstanding between us
whatever. Sealed that the different parties
referred to understand certain N.A. and as one
also.

22. "A.O. I do not know what other
account of expenses is required, unless perhaps
charge for the men left on Staten Island to
save the Underwriter's property, which amount the
letter paying. It was to provide part of their
fuel. Simply kept back the Chromorites.

23. "A.O. I would not take the
Mr. Dougall ship upon any terms, as having
anything to do with flags of truce, being
quite satisfied with little. The late Dr. Rees
will send no more bacon until asked for.
Sealed that a duty will shortly be
put upon it, as a quantity is expected to be
made up for smoking. Leapt the Co. with
spirit of oil or paraffin before sending it
out, but others are not as cautious.

Ref. "A.O. Gilbert McClaiun says
in murder, private commission and intent
on the same payments and the Blake in
you saw composed. They have paid 5% commission on London payments and then
the cost from sale of payment, perhaps. I
wish it to be meant by 5%. I have
remitted that the same might be remitted,
and in the case of a merchant, Blake to
whom it is own money does not mean change.
The 2000 Singapore will be paid and
advanced to Mr. Blake.

I suggest that
the latter model should be sent out here
as an independent party office, doing this,
the court having been closed and open here,
and to any great improvement by coming
with his suggested firm, this 18 years
ago, though correctable at times further as
an incentive to others, because the distance
of 1. I need

20. In H. there has not
arrived. South Asia a fifty years
at the age of returning. He growing but would
not be useful and some as less he, brother
a first time. She has given me from month
before. He would have thought he had
told Bicheno come out. I hope you do not
give him a passage or anything.
on London payments, and with Blake is just as confused. They have paid 5% commission on London payments, and then 3% out from date of payment, perhaps this is what Mr. D means by 6%. I have remarked that the comm. might be reduced, and in the case of Holme's 5 Blake to whom to 5% own money is not new charge. The $1,000 interest will be paid, not advanced to Mr. Blake.

25. Jan. 24. I suggest that the silver medals should be sent out here as on his loan for any office, lining fees, the wool having been bred and grown here, and the very great improvement by growing with linseed, suggested from here 12 years ago, though started at the time; further as an incentive to others to raise the character of F. L. wool.

26. Jan. 25. Mr. Baker has not arrived, so far he has not taken up Residence, his growing but could work useful, and we must lose his brother, a useful man, who has given us six months service. He would have been glad had I told Mr. Baker come out. I hope you do not give him a passage on credit.
27. Jan. 17. I disagreed in my reply to the answer about the hubs being all the same size, and what issue is there in having parts of the two presses interchangeable, unless you propose in cases of breakage to ask Ohio to pay for it? What parts would you have in duplicate? We have spare casters and moulds for pressing them, but lack no necessity for anything else. The Walker knife plates were because there was originally a piece in the casting, but the Damiens press has been worked for 9 reasons without an accident. If you begin providing duplicate part, when would you think that of having a whole spare press? We have press with 5.61' diam. Press. I think for a wood box measuring inside 51/2 high. 4.6 x 2.0 like the ones at Damiens when specification a 6' ram would be suitable, but would be guided by Lyster, whether it may be remembered one size, 6 ft. in on we have the largest moulds to fit either. I should also suggest that it might be necessary to have the ram a little longer as the box is 5'6 instead of 1 ft. 6 high.
20. The suggested wine may be considered the family for sale, as there is a good demand at times.

24. Should Andrew Dalton wish to come out, he would, though old, be suitable for a place at New Haven. Smith offered him £50 per annum, and a passage only. The agreement to be a year, one of its expiration subject to personal notice.

30. The Melita men some time lately for their which the boat from the

31. Mr. Dean having his mind

32. News come to Humphreys for about 12 men for the whaling season.
P. The Demurrer has been filed to
blag application from grandy, and connicer
pickel from Sandy Point.

Enclosures

Deps. No. 371, 7.
  " Autumn dipping & cost of 8
  " North done dipping 1821
  " Indent & Statement on Yes
  " Billers & C. L. Williams &
  Stanley Jel. & Book & Vouchers Sep.
  " Ledger Balances Sep
  " Wages List 80

Camp 80

Copy Notices re Gratitude
extract Pattersons letter re dip 113
80. for £ 14. 5s. 3d.
16. 2. 6
80. for N° 605

Shipping report
Statement on accounts

Particulars of Wool Box
The arrival of the mail a day past (for the first time) finds me somewhat unprepared, but I will do my best to answer your despatch No. 1, which has just been delivered.

2. Par. 6. I do not think it advisable to stipulate for more than the 45 days if you have to pay much more for the concession, for we may be fortunate as with the Floriana, and loads within the time.

3. Par. 7. I regret that Mr. Waldron's sheep had been dipped with little ship last year. I must have been wrong in the wool from him for British was of coarse dipped at the beginning of 1811 and I am nearly certain that he did not use it generally until the beginning of this year; I will however ascertain for certain. This would at once explain the unhappy state of the sheep.

St. Helena, July. 1813.
4. Some part. Do not share
Mr. Jay's fears about the instruments,
and any opinion that both Eltremor
and Finkerson are well able to hold
their own, so much so that I believe that
has an many things the men would do
more willingly for them than for it. Clay
or win myself. It is necessary of course
not have an ultimate court of coffee in
the background in the shape of myself;
but as I always support my authorities
unfailing I seldom receive a complaint.
indeed. I have not had one since the
last, and everything is working with the
utmost smoothness. My only fear is
that troubles may arise between Dr. win
Norton and me, but there is no sign of it
at present.

5. P.m. I will go to Port
Stephen's when seen, but I don't know
how I am to get about the islands nor
not using to risk my life in the Rainbow
in her present condition, as detailed in a
late despatch. The Rainbow is wrecked, and
traveling with Campbell in the Ocean.
must be admitted to be somewhat dangerous, though exciting. Perhaps the Thomas coaches may make travelling a little easier.

6. Jan. 12. I shall not do more than express my extreme regret that the Germans have finally decided to throw all the carrying trade of the coast into the hands of the Germans. Lucky, however, they shall do it. I believe that they will make the steamer pay, and will call him to the company at a loss in a year or two's time. The expression "one or two thousand" is inaccurate as representing the people who do their business with the company. The Stickney, Bartlow, Tomlin, will large and increasing farms still do all their business with and look for means of carrying the company. Holmeston has charged five per cent, having a quantity of building materials to get out for their new station, but may be expected presently to send wood by steams through the company, and even with all this does a good deal of business with us. The management of the vessel would not in the least interfere with my devoting full and proper attention to frying operations, but in an utterly mis-
taken idea, for the fact is the better means I have of promptly and efficiently supplying the constant demands from the camp, the more efficient must my management be; however brief may no more on the subject.

12. It is suggested that I should charter vessels to support for Fancy and Rosamund, that all very well, but in the busy season there are often no vessels to charter, and the only outside shippers which can trust be trusted to carry wool without damage are the Fancy and Fancy Rosamund, which will require he fully employed by the

Dear, 

Vessels have orders for shippers for which I cannot carry out, and as the Dictions have previously decided against claims. I do hope that they will at once lay out one third only of the Black Music, insurance on a second hand, fast-sailing yacht of 100 tons or more, and send her out with as little expense as possible without further delay. The later was the most successful of the Company's ventures in the shipping line.
to get the accounts forwarded is simply 
unpossible to have them ready by the 20th 
January next, and have sustained to think 
that you must have written this note by 
mistake for the homeward времен of the 
25th January. The stock-taking here can 
hardly be completed by that time, and the 
returns from the Camp including stock at 
Darwin, Watch-Creek and South Bight for 
sale and not yet nearly been by the end of 
the month, the busy season preventing the 
Corps from getting any assistance. It 
is in my intention to be at Darwin myself at the 
beginning of January, in which state I would be able 
to give the same attention to stock-taking 
here that I have done for five or six years, 
so that it must be apparent that to close the 
office accounts by the date proposed is quite 
out of the question.

9. Page 18. — Shaw today received 
the word "Fridays" from Whippley.
Of course I need not say that during the war with regret the shipment of sail or stores having been suspended, and these being unobtainable here, there being larger vessels at hand from here to fill such a large vessel. What to do with the stores, coal, the kerosene being full, and the casks constantly employed for other purposes, I do not at present know. Leave only now think of returning them as ballast. So this was at the last necessity for a vessel out, moreover I suggest that it would have been better to order one or two in North Africa if there was prospects of getting the vessel here in time. The delay of the embarkation for this vessel of course throws out any calculations and will leave the last tons of many necessaries, this retarding of carefully planned arrangements is most disheartening.

10. I ought to have mentioned last time that the Martini freight account and the additional prisoners of war were not sent in despatch 80, also that the pamphlet on the reign of the Emperor was missing, although noted on the last of April.
which the others were not.

11. With reference to the comparison, the cost of shipping by steam, loading panels I have ascertained the following facts. In 1799, according to reports, the year of least damage, 741 bales out of 636 or 26%, the losses being 166 out of 224 or 73%, and in 1800, 34 out of 59 or 58%; if each bale of damaged wool lost an average of 1/2 just, the total loss would exceed $6,000; but we only recovered $36. 6. 4. In 1800 the losses were 70 out of 699, or 10% the losses 43 out of 350, but these in no separate account of insurance recovered. This year the ships damaged 5%, but the steam, Montrose, carried 437 bales without damaging a single one. Believing that in esteem promises the full amount of damage, though now open to correction on the subject, it seems to me that the steamer freight is cheaper in the end.

12. Note that there is no improvement in the price of the 15 bales placed under highest wool for shawls, though it was placed higher.

13. Referring again to freight, Captain Brennan informed me that in 1800
The arrangement between passengers at the
is also stated to be conditioned upon the
shipment of the wood, but shall protest
against ships having just arrived &
from Atlantic block. The contract
There is now prolonged for 3 years, and it
is not considered the position of the
with regard to the colony. My belief is
that Mr. Dean will still carry his sailing
vessel system, and will not support the
shippers, if we hold the balance in our
hands, and shall have great power. With
the Company's assistance the contract will
pay; without it it will not be worth having.
If the farmers think themselves entitled
give themselves airs and think they have the
mastering of the situation, you should show
your teeth a little, threaten sailing vessels
and opposition, and they will be glad to make
fair terms. You may perhaps not be aware
that the new French line to Vasa preserves
the counting system in cutting up the German...
feverish about reduced freight, though it
should be considered in light of the
importance of such a matter. Since begin-
ing this paragraph Capt. Leavitt has
enquired about cargoes for the Pantaro,
but has been obliged to say that Seco
made no promises, and must take advantage
of delays and having the ship in port to
spring spring having promised it believes
the hopes from Alcides that many arrange-
ments are left to be decided between us and
the owners, that the proposed shipment of next season's
wool should now have been taken out of my
hands.

14 Stanley in again full of ships,
and there is another discrimination, the Duke
of Argyll of London, Montgomery of Rockland,
owner: she was off-shore much in need
of seeds, but managed to get into English
Sound. In fact she

orders, and will do nothing at present, so
you may perhaps get his business, particular
of the incident at Lloyds. The Emperor is at present inclined to go to Dear. The case is similar to that of the Queen, but there is much more damage about the decks and bulwarks. The forecast above stands. The navigation is in to Dear with large shifts, and the German merchant, Siemens and Dors, to the Company, if
former lucky, the latter with a good deal of damage and loss of boats, orders opening to; both are discharging into the
Egina. I shall in future use the word "Hesper" to express — (name of ship) — her damaged at present consigned to Dear. "but without orders, to secure her business if possible."

15. The cases of the Queen and Duke of York point to an addition that must necessarily be made to the stock of stores kept here. Since Spirit
causes a great change in merchant shipping, has taken place, iron has to a great extent superseded wood, and consequently there is a different class of repairs needed. General cargoes are now carried by steam,
but cooks, rigging iron, and maritime labour, some cargo, are carried in large sailing ships, which actually roll their masts out in a heavy gale. Also, for these vessels we have no outfit to give them; we can build wooden masts, but rigging, decks, spars, large blocks, are not kept, and thus a very profitable business is lost. The Captain of the Duke of Angyl would refit abounds if he could, but now must lie here for months, probably doing nothing in the end. In 1779 the Swedish ship lost her mainmast and had to get gear from Monte Video, and this year the L'Emprunteur for want of rigs had to go away. Many riggers, and the Swedish and Duke of Angyl are laid up indefinitely. This being the case, think we should have our hands a full set out for a ship of 1200 tons, true it may be dead for a time, but as on this kind of stock I always add 5% per annum for cost and then double principal and interest for the selling price, it would pay in the end. The description and quantities you could get from any riggers, and it would be advisable not to let it languish, nor anything about it.

16. I have remarked several times
how desirable it is to help the stores and supplies, and that this to a certain extent has been done, and that one planer system broke Down's sailing vessel. This is shown by our account with him, for since January he has bought goods from us of which he has run out to the amount of £300 9s., while his account against the company is only £30 9s. 6d. To keep this up, however, supplies should be sent as asked for, and delayed to fill a sailing vessel. Many of the fine goods for the drapery stores both by lithos and tints were ruined by the damp rising from the coal or salt.

17. The traders, the George, Cotta, says that the lovely Island wood will be shipped by the February steamer, and he desires to have some furniture shipped out in freight by the latter vessel for the purchase of which he asks you to advance not exceeding £200 as per statement.

18. Have made the following arrangements with the Parisian merchants. The Dova bound to Angers will give a bottoming bond at 3½ per cent. to be cancelled as on former occasions if a 6½ per cent.
can be arranged at 10% if on the Continent
or 11% on a London bond. Her owner is
Mr. J.A. Hammerus, Bremen. The 500
Avance bound for New York gives a Dora
bond as collateral security for a bit on the
owner Captain J.C. Fillie, Blankenes.
I wish to know whether it is necessary in the
case of Bottomy bonds to endorse them on
the register of German vessels, and where a
Bond is given as collateral security, should
the fact be stated in the Bond? The Dora,
bit should be $700, plus interest on commis-
sion, the Avance $300, I will telegraph
the amount of the bonds post-mail. Please
arrange a code word or initials with
Valparaiso. The meaning be understood?
My telegram is as follows, and you will
pick up. Think of replying in Valparaiso—
"Federal Avance Fillie Blankenes Dora
Hammerus Bremen or bottomy reply."

19. I have got everything forward in the Camps preparing to shearing, and all
the additional buildings have been completed.
with the exception of a few final touches.

Selling has commenced, and Sallie is taking the sheep in smaller lots
in order to prevent the dealers and "misunderstandings"
as far as possible, some of which are.

however, inevitable. The sheep remain,
allowing in excellent condition as regards
wool, and I am looking forward to a
more than usually prosperous season.

20. Mr. Balfour wants the
remainder of his third cut, and has just
written to say that you promised to send
the whole for 25% on cost.

Yours,

your obedient servant

secretary

Manager.
Enclosures.

Trip No. 5213
Dept. Jel Book sep
  Indent, statement
  Particulars of Wool box
  Monday Jel Book Book No
  Cash vouchers Oct
  £2 15s. for L.H.S. 13s. 4d. 2s.
Letter to Mr.Nutick from R. Heaton
Training Report
Statement in accounts
Indent
Circular from Lord Bishop
Photo
326.

16th Nov. 1----

Sir,

Captain Cunmener has given me until noon today, so I am able to add a few limes to my dispatch of yesterday.

2. Captain Sprag Skill has shown me a letter from his owners. They blame him for making the salvage agreement for £2000, and will fight it have abandoned the Undertakers, who have not, however, accepted, instead they bought offers for the ship, and quote the case of the Lott Tippet, which was carried at Sandy Point. I of course told him I could make no offer, and said the ship was not worth much here. Please to W. Tippet. The ship owners appear to have paid her at £2000, and it is worth considering whether if a contract could be made at home to purchase her for that sum it would not well be worth while to buy her for a half, for the following reasons. The Apps is very

A. Colman, Esq.
Secretary.

London.
constantly employed, and if the arrangement with the S. E. is carried out as regards storing wood, we shall during the season be supplied for want of a vessel to receive the damaged ship's cargo. At present the ship has the yard, and the advance in the after part of the enemy, is that if she had brought out a large cargo as she hands did, I should have been at a loss to know how to receive it. Again, looking ahead, if the defence scheme is carried out, another coal hulk is likely to be wanted at once, and the S. E. having iron in for the purpose, practically everlasting. And it was more than likely that if put up to public competition the S. E. would buy her, and it will not be long before they will be competing with us in this business, and taking away the profit of our own vessels. For these reasons I have confidence in saying that the Director should endeavor to secure the S. E. as it is to remain permanently in this harbour, and might point out, in addition, that the S. E. has several times paid for herself already.
3. Major Canley goes by this mail, having completed his survey. I have taken a number of photographs for him as promised.

4. I have reason to suppose that there are letters, probably a bag, missing again. I have no acknowledgment of a payment you made for one 1st Oct. has already written about the books. I will examine the dates of the postmarks on mail, and let you know. The present state of things is most unsatisfactory. I should have received from Humphreys for Denderah, has not arrived yet. My letter to him for Mardia only reached him for Denderah, in part. No reliance whatever can be placed in the present postal arrangements.

5. I have had time to hear something about the Khamseh coasters. Mr. Dean declares that he will not support them, as he sees no reason why the Egyptians should cut up our coasting trade. I have also heard indirectly of a letter from Mr. M. Dean in which he says that his factor declined to make them any promises of assistance, and that good reasons for
believing that the threat reported to have been made about sending out another vessel was simply a beggar
child's whim for the purpose of alarming the Company. Certainly, on further considering the matter, the present determination is perfectly reconcilable
with your letter to Stand of 27th August.

Sam. B. d.
your obedient servant

Mr. &. Co.  
Managrs.

Enclosures:

Statement
letter for Coleman.
I received last night your despatch, 592, which should have arrived on the 39th day of 393, and original of 394; but Stanes, being most unnecessarily and procrastinately two days early, has not brought the mail of 13th Nov.

I. 592—1. The Stantoon's charter is deplorable in many ways. If a ship was to come at all, she ought to be loading her ports instead of two months hence; she would be home much later than it might have been.

The charter is £1900, of which £200 will be charged to the store. I venture to think that all the stores asked for and really required could have been carried and delivered when wanted, for something like £200 by the mail steamer.

J. Coleman Esq.

Secretary, London.
In consequence of the delay of these orders for the sailing vessel, the very thing desired was of has come to pass, and the store is now sold out
of sugar, oatmeal, currants, tobacco, and numbers of necessary things, the want of which causes great discontent. For the Company, wool she
is too late, but for others who do not get through their work as fast as we do, she will be too early, a vessel therefore of this size her size would have been sufficient. Although
the vessel only outward was necessary, a second one must now come with the goods noted in the order sent
for December, but she must not be large, one that will carry 500 caps, lutton and about 400 bales wool should be sufficient. When I was instructed to write to you "if wanted a vessel"
I thought that the Directors meant to act according to my suggestion, and I am clearly accountable for the
that we probably be delay and all other inconveniences, caused by this unfortunate chart -

3. 593 2. The poor man - again sent to Genesee in the despatch of Mr. Dennis Bennett has not in possession of all the information about the Norman coasters. As no sailing vessel has anticipated the mail since the Christchurch made his famous passage eleven years ago, is it not, again ask, a trifle absurd to write by them at all? I have a very strong opinion but this vessel can never pay, and my principal reasons is that it is a half and half measure. Had the Company built out a steamer, she would have done the work of three schooners, and she would have made a little of the Fairy, and laid up the 18704 tons for occasional use of narrow wrecks or sold her, but as it stands at present the two schooners will do 1/3 of my work, roughly speaking, and the steamer will have to make a living off the remaining stock and a few odd barks of work into
the barrier; upon any the Thames
can obtain and attend to the whole
prerogative of the Colony: I think you
will find that absolutely contrary to
fact. There is a very unanimous
feeling expressed that a surrender of the
coasting trade to the Germans would
be proceeding greatly to be depredated
and Captain Scott, for one, declares
that whatever they may work for, he
will work lower. There were three
comers open to the Company; to send
a steamer which I believe, devoted as
it would have been to all our work,
would have been to replace the third
boomer as lately suggested; and to do
us in proposed; my earnest convic-
tion is that the wrong course has been
chosen and I am afraid that mistaken
or wrong information must have been
wrongly assumed that
acted upon. I hope that the Directors
will not blame me for expressing my
opinion upon a subject upon which I feel
strongly and although my views may differ
from theirs whether this steamer will
answers or not must be left to the test of time.

4.  Sec. 3. I am not much interested in the specification of the bisque patent, for practically it is sufficient to know by experience that it causes death and promotes the growth of wool.

5.  Sec. 5. What possible business can Howard SPEARING do in the way of passage? A young Townsend came out in the Britannia I believe to see Howard and stayed some months with Mr. Waldron. I believe he visited some of the Sheep farmers, and tried to take their business away from their present agents, but without success. I know that he offered Bonnies to send a vessel to Fort San Carlos, and carry his wool from his ship to London, badly pressed as it was to sell, but this could be done I am at a loss to know. Townsend was in England a day or two before the Britannia
left but he had no letter of introduc-
dioion terms, and slowly met him.
our casually for a few minutes. 6. Oct 2. Since Major 
Stanley left I have had no time to do
my photographs, and partly finished
he. On my last return he was in
Stanley. I will send a copy of what I
have left probably next mail, but I
gave him a number of the plates to be
touched up and printed by a proper
friend and asked him to hand them
to you when done with.

7. Jan 1. I thought that
every one knew yours age that the
you Elliot rock has been placed on
the chart. I saw dunngly on all
the late ones returned by you, and
naturally concluded that you would
do it just as I did.

8. Jan 4th. The loft has
arrived in the same predicament as the
Eis and the Captain gave his business
to Dean whose boat was alongside a
few minutes before ours. Surname
of the Swansea Merchant S. H. S.
not backed by a letter being disregard.

I now send a card with the names of
firms from whom we have no letter back
out, and suggest that you should print
new ones omitting the names of those who
will give no written agency. The failure
in discharging her could be seen, and in
the informed body known. The change
failed lately for reasons; her steers in
rotten, the crews and our parties left her
before she sailed finally from Beaufort,
believing she was sent out to be sold to
the Underwriters.

4. The 6. There would be
difficultly in supplying 15,000 sheep at
a fortnight's notice on any given spot at
any time live weight cannot tell dead
average 63-670. More is picked grade.
Of lammers for some years has been about
200. But for good sheep might be put
at 250. I would ask 12½ for nearly
shorn animals, and proportionately higher
according to growth of wool up to 17½ for
fat wool, but would not advise selling
just before shearing. Bowes has offered
us 1500 fat wethers at 10½ for Gooseneck
but I have declined them. Information should be sent out before the
toast season for to boil down and also
sell sheep would cause our stock too
much. For further information see
my despatch for Swansea and elmers
last June and July.

10. William Williams one of
our labourers has asked me if you will
get him a copy of the will of his late
Robert Williams Sen. Stamp Office,
Rhyd A. Pengo, A. Wales, his father,
from whom he had expectations. The
man died Nov. 1877.

11. Have sent for Swansea
a sample of wood to elmers upon which
I should be glad of a report, as it represents
what the bulk of the tough thin hoggel
wood should be next season.

12. Respecting Waldron's
wood having been inspected by Little's driz.
the discovery turns out as suspected to
be a man's nest, as Tobacco and Turpentine
and empty turpentine had been done the
mischief. Extract from Mr. Waldron's
letter on the subject is enclosed.
13. Captain Schanck writes that the German Government may send a
Commission of Times inspectors here next day, and I have told him that subject to the
Board's approval, which would of course be granted for such an object, I would let them
have the use of a piece of ground on the
Wang's Point Peninsula, on which to store
their instruments if desired.

14. The new press at Darwin,
with the box made here, and pumps and
rams belonging to the Government, this press
is turning out large and heavy bales,
9½ feet having been reached. When I
propose a press for a 5½ feet box I overlook
the fact that the rams should be longer, if
the bales are approved, it does not matter,
but if they should be the same size as
before, they could be made in that box
with one fitting of the rams were about a
foot longer, so as to bring the bottoms and
middle head nearer together. In that case
by providing a new rams and more power-
for pumps, the idea has occurred to me that I could set up the old steam
press once more with its own pumps on board the Equus, and use it for
dumping and hardening up the思索
pressed bars that come in to us from
outsiders.

15. Mr. Baldron's wool is
of very superior quality; but I
think that he has a very large propor-
tion of locks and piece, the average
price of which must go a long way
towards reducing his average to the level
of ours. I think the Company's wool
will be found to be better choice and
skilled this year, as I have been great
stress upon the necessity of taking the
utmost care at all three places.

16. Since last mail I have
paid a very satisfactory visit to the Camp.
Shearing began about this time on the 28th
at Darwin, the 29th, and at Oodnadatta
Camps on the 30th, &c. It is thought
that some of the wool may be light, with
consequence of the continuous rains this
year, and the very late spring, but if
will gain weight if we have a warm summer. As regards shears, reports are very satisfactory. At the lamb-cutting outside, there were in all the two flocks two healthy sheep, probably unsexed ones; at Water Creek there were only one bigget all through the section. The lamb-cuts from lamb-cutting will take place after shearing in consequence of the delay in getting the shears on last season, which caused the hands to be late. Some have been taken this season to cut the lambers in small lots, so as to reduce the numbers, as much as possible.

At Lamb Creek there is less scab than I expected to see, and the sheep are very fairly worked, in fact I was unexpectedly surprised at all I saw. There is a strong gang there. Campbell superintends the shed and Patterson directs the shearing, while the second cut overseer attends to the gathering. Shearing is progressing at a good rate. The sheep are a good deal mixed, cows and fowls coming up in every flock.

The necessity for the proposed fence across to Kingfisher Bay is very urgent. Once up all the men can be kept to this work.
of it, and a good quantity of the tent camp can be utilized. If the Director will permit when I return this fence is wanted, whatever else. Harvey may say they will not regard it. Both at Water Creek and South are in addition to the dots on completed, and will be of great utility, while at the place an excellent large fence has been put up, running in all 3100 feet. providing fencocks with plenty of water and fair pasture for the horses as they come up to the woods. I have never seen fencocks going on more presently than they are just now in the Camp, and I have very confidence that they will continue in the same way.

17. Captain Sake has just shown me a letter to you in which he talks with Mr. Harris as last and most business suggestion, on which I had intended to write, but am satisfied longer the Director sent Captain Sack to you on the subject.
16. Wishing to get as much wool forward as possible, and anticipating that the sailing ship would probably carry about 300 bales, decided to send from 200 to 300 by this steamer. I should get them in. The schooners have worked just and with the assistance of a wonderful dry day to Loạch, when I back performed by the San Rosamond, I have 229 bales in hand, which with 147 bales these parties are now being shipped. Three particular arrangements enclosed, showing 1210 2 10 weight of wool and 1210 4 skins which at 10 1/2, and 41 for skin would make $8,100. Assume that this will have been practiced long since, but to make sure I write "Panama. Remain 2000." Captain Lamman asked 50% freight, but I said I would wait unless he would take 47 1/2, which he was glad enough to do. There is no successor in getting the wage in at the lower rate, and provided funds for an interim dividend.
10. I have drawn a good deal this week for the purpose of paying off deposits, having commissions insurance, etc.

20. Mr. J. Davis arrived here yesterday.

21. The steamer has sailed, leaving a facilities Bond amounting to £671. 10s., of which I forwarded a copy to Mr. D. Davis. New York. Not knowing any house there, I'm more agreeable to the idea of you going by this, with open letter for the bond, and the arrangement is that if the amount is paid by the owner, with 10% commission if paid on the continent or the usual 7½% in London, then the Bond is to be cancelled, any expenses to be borne by the owner. I shall be glad to know if this is in form as I have not had much experience in such matters.

22. The Fairy and Venus are both in need of new sails, some from Eupheme also. 1771/0 having been very well, but was being old. You will remember that there was a mistake about the size of the thing, Princess.
the last one having been a good fit.

24. I send an order for one or two things to come by the " 발표 " ship. The order having been intercepted I hardly know when or how to begin again.

25. I beg to repeat my suggestion that this or might give a small donation to the Russian library. I am reminded of this by your last handsome presents, viz.

1. The Army List, Oct. 1879

Sincerely, can you suppose that such rubbish is of the slightest value? Mr. Jones, who acts as librarian, tells me that the papers wort to know if you are playing a practical joke upon them.

25. The Colonial Treasurer is in difficulties. There are several charges against him of a serious nature, including the suppression of letters for his own purposes, and there is no doubt that his dismissal is only a question of time. There reason that he has exercised an evil influence against the Company and myself for some time, and so that there is no reason to expect his removal. Still it
the result of Mr. Callaghan's ill-judged parsimony in promoting a cheap and
bespoke work and the place that belonged
by right to a man of a higher standard,
who would have cost a hundred or two
more. Mr. Allan Kerr is temporarily
performing Mr. Follin's duties as far
as regards the receipt and payment of
money and the change of mails, and
will act as Post Office Clerk.

26. I go to Darwin in a
few days, but must return as soon as
1st January as I am for short taking.
I will put them in the way of taking
their stocks and inventories at the several
stations before leaving.

27. By next steamer it is
probable that the lovely Island wood
will be shipped. I am Sir,
your obedient servant,

[Signature]
Manager.

Telegram: - Advance 700 Tanalite
Ramsey 1889.
Enclosed.

Draft No. 526 A.

1. Statement & Indent.
3. Musette's order for Long's K.
4. To Jud Nye (2)
5. Woolson - Cobbs per line

Copy ofblank on Fine Ships given to Messrs. Tanen & Welsh on demand 1851.

Freeman's Feb.

Dr. to Benjamin Bond
Sheepkins per Rameses 13, 10 b
Wool per Rameses 250 bales
& Statement

Shipping Report

Ship's list per 2 Books for Engineer
London Envelope marked to take.

Lot Card

Indent.
Sir,

I have been informed that it is in contemplation to forward from Germany an expedition for the purpose of observing the Transit of Venus in December next, and I have the honour to state that should such be the case, any assistance or service of any kind that it may be in my power to render I shall place at the disposal of the observers.

The Meteorological records of some years shows that the sun is rarely obscured here the whole
Imperial German Consulate,
Port Stanley, 17th January, 1887.

Sir,

I have the honour to forward a copy of my letter of 15th January, 1887, addressed to Your Highness, in which I have not yet been favoured with a reply, and from the fact that the Postmaster in this place has just been convicted of retaining portions of letters during the past year, I have reason to fear that some of my correspondence may have been stopped.

Yours in the honour to be,

Sir,

Your Highness's most obedient humble servant,

[Signature]

[Imperial German Consul]
day during the summer months, a point which will be of some interest in deciding as to the expedition. Should any detailed information on the Meteorology of the Falkland Islands be of interest, it would afford me much pleasure to supply it.

Have the honour to be,

Sir,

Your Highness's most obedient
Humble servant.

[Signature]

[Name]
327.

Linen
via Sandy Point

15th Jan. 3.

Sir,

I enclose duplicate of my last despatch for Romeos, and have nothing to this morning received anything from you since his departure, excepting the original despatch for Dennis. Bannard will enclose yours in two.

2. I have now before me the Thorne Co's proposals with reference to the coasting cleaner, mentioned in 395—2.

1. Captain Stearns has worked out a provisional tariff which he will send by this mail. He proposes 8l. per ton freight to Dublin, 6l. to Liverpool 8l., and higher in proportion to North Wales, rising to 20l. at some of the West Scottish ports. 2. As he agrees with me that 30l. per ton would be a price at which we should realize gain on low mills. Original cost in Cardiff 30l. freight 30l. insurance 6l. the amount
This year, especially at Damar, the
number of bales made is no criterion of
the quantity of wool. Sir William Driscoll
man asked me to go on with him toward
the Islands, an offer which at any other
time would have been very tempting; but
stock-taking and balancing stood in the way
and I was obliged to decline, notwithstanding
my great desire to get to Port Stephens. The
Dornip is cruizing to protect the seal-fishery,
and will be succeeded by the Nativeman
and Larkfly, to shot with those and the
Gamesbury, I expect, there will be a
succession of later homewards mails this
autumn.

4. The Bride of Bannar, with damage, waited arrived on the 28th
Dec. and went to Dornip. The Adel of this
same port being also consigned to him.
The German, also a brig, called off this
port on the 19th to land the Captain
and 10 of the crew of the Costanza, sunk
at sea.

5. On my descent 326. 25. I
reported that Mr. Collins was in difficulties,
and the Directors may or may not be
surprised to hear that there were so serious a nature that he has within his last week been tried, pleaded guilty, and been sentenced to seven years' penal servitude. I have briefly as Dean Lamb states the circumstances. Since the Governor arrived the Government despatches have almost uniformly gone astray, and after mail has arrived without a word for the Governor; and great have been the speculations as to where they could have gone—Fiji Islands? Sandy Point? or where? No one was more concerned or more puzzled than Mr. Cotton. During the same period Dr. Heston and Mr. Wylie of Danso have been mutually wondering why the other did not write, until at last a letter through an unexpected channel brought out the fact that the latter had sent four letters, one registered, and the former several, none of which had come to hand, and that $100 remitted by Dr. Heston through Cotton to Mr. Wylie had never reached him. This being reported to the Governor he at once had the books examined, and a disastrous state of affairs was disclosed.
To regular entries had been made for more than a year, the cash book was a collection of blank pages; custom entries were lost and entries payable not to be traced, in a word the state of Government Office was chaotic. About this time people began to say that a good many PW orders had gone astray, and the suppression of one line of the was directly proved against the Secretary. The upshot of all this was that on the 31st Dec., he was interrogated, and later on suspended from his various duties. The cash finally came on the 3rd inst., when a search for some document in a press of Government office revealed both autographed and unsigned Government files upon piles of intercepted Government papers, accounts that were supposed to have gone home, and about 30 private letters, including the missing one between Mr. Hewston and Mr. Collins, excepting the register one which had been found in a pigeon hole some weeks before. Upon this discovery, Mr. Collins was promptly committed for trial with the result above mentioned.
In a letter bearing the date of this present account, we are informed, that the Governor was shortly to be called upon to give an account of the 
compensation of the Company's receipts and payments, with all vouchers for the latter signed by Mr. Collins. The result of my 
investigation was the discovery that in settling accounts at various times last year he as Collector of Customs had 
faulted nothing forward and collect certain sums that had fallen due on account of Spirit Wests duties, this last 
being in pointing out and settling right with the Governor. Collins having lost 
subtendings most of the Bills of Entry 
Governor in quite as much as to the 
amounts due in Customs account, 
and in certain cases entertains a 
inspiration that there has been more or 
less collusion going on, a suspicion 
which he was good enough to any 
does not attach to the Company, on ac-
count of the prompt way in which I 
thought it my duty to bring forward 
and explain the accounts.
The Company's despatches have been allowed to pass, but there are at least six letters of mine written within the past year to which I have received no replies, although the majority of them contained questions that wanted answering. I am sending copies of them this mail to the several addressees.

9. I observe that H. B. has foreclosed my suggestion for getting out a quantity of heavy wire rigging, but I am informed that he has another to get jollies made in which he rigging will not be of much service.

9. The mail arrived this morning (21st inst.) with your despatches 5907 in duplicate and 597; the Sandy Point mail evidently remains there. I think the Council should have returned it to Monticello. As regards other party shortcomings, after the revelations that have taken place you must be surprised at nothing that has happened. It is quite possible that Bolivar may have detained whole mails for his own purposes.
10. I cannot of course attempt to answer your voluminous despatches, but I may say at once that I stand my warmest thanks to the Directors for the manner in which they have received my reply to the same, as they have removed a bond which has been in my mind for months, and which has, I am afraid, adversely affected my temper, as some of my later despatches may have shown.

The high appreciation of Mr. Hawser's superior geographical information must compensate him largely for the rejection of his advice upon the company's business.

I cannot go more into the steam tunnels than to repeat that she should be 65 to 80 f.p. long; I hope she can be sent by the February vessel.

11. The two ships which arrived on the 19th with coals from Swansea, are at present burning in Spanow Cove; only the forecastle has been converted to deck.

Joan 24.

Your obedient servant,

K. E. Smith.

Manager.

A. Schall writes me about a safeguard for W.T. 

Mr. Dwarf.
Enclosures.

Trip. N. 824. 9, 6
Dated 30th Oct. Nov
Shipping Report
Statement on accounts
Indent
Talhams Island Co.

Shire Underwacke & Wray  [illegible] London

May

6934
2 Mr. Jute 103 lbs. 02. 0. £10.10.10.
Value £ 4.5

Verge or also Daring Cherry and Orange Champa
supposed to be most intereeht, sample of which shall
be forwarded for inspection.

10. 16. 0

Twintith Fold

January

Chas. E. Bost
Agent for Importer

26th January
Falkland Stores Co.

Stanley, Chandleree, Norwegian Kipper, London

62 cases 1732 lb. Tobacco

676 lb. 100

1832 th. @ 1 lb. = 183.4

Valued 8 12s.

26th January 1834

Frederick Coo
Agent for Importer

26th January 1834

A. F. Coo
Holkland Islands.
Vancouver, 6th February, 1832.

Sir,

I have the honour to acknowledge receipt of your letter of 24th February in reference to the supply of coal to H.M.'s Ships visiting this port.

In reply, I am prepared upon the conditions mentioned to supply the best stean coals in the proportion of 1/3 North Country to 2/3 South Wales at Fifty Shillings (50£) per ton.

In the event of my tender being accepted, I should ask that the Company be allowed a reasonable time for placing the coals here, there being at present no North Country stean coal in this place.

Captain, 

R. E. A. 

&c.

Kind Greetings.
place. They seem also to suggest that if it were possible to substitute the words 'not less than — tons' for '250 tons or more or less' it would enable the Contractor to make more precise arrangements for the supply.

I may add that the uncertainty of sale is one of the chief causes of the present high prices of coal in this port: it was upon this subject that I wrote to the late Governor a memorandum in January 1879, a copy of which I beg leave to enclose for your information.

I have the honour to be,

Sir,

your obedient servant,

[Signature]

Manager
Sir,

I have received the Despatches on the 23rd ult. upon despatch no. 397 as well as duplicate of no. 395 which was not enclosed in the despatches for reasons. I now reply to your no. 395/6.

2. 395 3. Your circulars, in mind that discharged prisoners are not always truthful in their statements on arriving home. This is not a fact that the Mutineers lay 3 days in Stanley with

Sir,

This being so comes at Dawson George in command the change in management from the day after the returned to Stanley until it was time to come in to write for the month. Remember

S. Coleman Esq.

Secretary.

London.
which, I at once did, and he went away quite contented. I had no time to go on board until after the mail had sailed, and then as everything was settled up and the dilatoriness was only waiting for a change of wind, I saw no necessity for doing so. I show that Glendinning's complaint was only an after thought. I may mention that this dilatoriness took place once or twice before the mail sailed, when he might have come to see me had he wished. Capt. Chesebrough claimed the cabin on the starboard side as his own, which he said he had given Yeatman to oblige you, but this required it for his stewards. As regards the provisions, I paid about $10 per adult, practically the same as has been given homeards over and over again, without any objection having been raised. Under the circumstances I cannot see that Glendinning was entitled to any compensation.

3. Mr. McClay expressed his virtually his desire to leave, to which I assented on condition that he remained until the year's produce was shipped. These were no consequences on this subject, and the shipper by the agreement had any finding as necessary. He was paid
up to this mark. 4.

573-2. It is hardly necessary to make any further remarks on Mr. Harvey, but I am very glad putting the following extracts from your despatches tells me to be somewhat puzzled.

14 Sept, 1831

... Mr. Harvey's report of a printed copy of this in their own Board...
6. 178-9. The parts of Roby's engine were purposely kept back, as there was nothing wrong except with the engine tube; if these parts are replaced it will be an unnecessary and annoying expense.

7. Par. 10. A detailed account explaining the balance of the L.0. Cash account, forwarded this time, and the same was sent last year.

8. Par. 11 & 34. Messrs. Bompas are entirely in error about Mr. A. H. William having being a banker and confectioner; he was a practicing solicitor, and believe his name was until lately if not now, as in will. What he does in regard to will account twice a year, but requests that it may not be served; Messrs. Dompas say this would not be sufficient as regards the Statute of Limitations. 

9. Part, page 22. "a very simple mode of continuing it (the suit) is given by Stat. 15 & 16 Vict. c. 76, s. 12, by which it is enacted that if any defendant named in the suit may not have been in a diseased suit, the original or concurrent suit of the same as may be renewed at any time before its expiration for six months from
The date of such renewal *etc.* herein referred to, according to the former practice, which was regulated by Stat. 9 V. E. c. 39, is to be renewed must have been returned from est inventors ... but now it should continue, with or even without being returned from est inventors ... it is not to be repeated, and if not how does it agree with Messrs. Bompai statement?

9. Pa. 13. The silver cup was run for on 2nd January, and won by one of C. Smith's working horses.

10. Pa. 14. Warner learned from Murray's log should have been a shipwright, he would have understood that for modern pieces they were useless: when the evening speaks of a far outside dispute that would cause some loss in conversion, he doubtless means that flat would take place in saving them up into flax: but hardly Mr. Temple would not make our discipline what I so much my own eye, a heart rending which a long wire easily passed, and the same
tent continuing up to the bath in unknown distance, after which had been cut off as could be without spoiling the log for a wider piece. Mr. Dana's logs for Dennis Russell are sound in the head, and it is no doubt that a piece of shipwright could pick out good ones for you.

II. Jan. 19. Regarding cooks, my report upon them was far too little tempered, as how his account does not make them as bad as mine became customary. By the kindnesses I shall send some opinions, but I quite expect to hear that worm holes are no advantage, and that being done have no light to come. Had been Lam quite aware that carcasses and hiding fish could be melted together, and I lend a small quantity for report, but din cannot be carried on on a large scale without more room for raising and a pitch pan of time on three times the capacity of the largest one we have at present.

12. Jan. 20. Have no doubt
That a suitable Scotch Chapmen will get on and be appointed in the Camp, and if he will attend to his own duties and leave the Company's affairs alone, I shall give him my cordial support.

13. Jan. 21. You will have observed that not only did I not receive your telegram, but that the dispatch announcing the Thirteenass's charter was posted too late; nor was the order ever lifted, nor was the ship made Captain; it remains a promise from which I could not in honour retract. However, I believe that I shall be able to give the bargain a full chance, and despatch him long before his time to us; she has only been here 12 days, and is already loading, having nothing but the coal to put on. Entirely disagree with your remark that you did very well with the Thirteenass; but the last good dry ballast on board, but as we would any mess from the State, and the charge of £475 for the few things she brought out is pretty high.

14. Jan. 22. One more about the Black News; did you not secure the Captain's effects and pay the premiums, and if so, can you dismiss the matter, simply because the Underwriters decline to attend it?
So doubt he lost all his ideas and instruments on a serious thing for a poor man, not in any opinions to be so lightly passed over.

15. Jan. 24. The idea that Darwin is a better point of departure for England than Stanley is quite a fascinating one; we feel the ship from Darwin has to pass the light-house, which on first Stanley sailing at the same time would have run out of sight hours before.

16. Jan. 27. A copy of the lease of lively Island is included.

17. Jan. 32. The expression "inexcusable foul mea" as applicable to my present in rather good Hamme ship. The iron was accidentally broken in the knife cleaning machine, which was not properly understood.

18. While Selby thinks that it would have been gain to have a steamer for coating in the first instance when probably quicker than our ship, the Thomas C. would have had one, I am not altogether sorry not to have the opportunity of looking on and gaining experience of the engines of others. Numerus in confusione.
copy of the new contract, by which you will see that the Germans have put their steamers on at the instance of the Government, and now maintain their here whether the price is not, the in the Government doing, and it has gone much too far, for it has initiated what can only call a policy of Destruction: Protection of native enterprises finds favour in America, where a foreigner is not allowed on the coasting trade while in England the more enlightened policy of free Trade prevails; but it has been left to the Governor of these islands to destroy or attempt to destroy the Colonial Shipping trade, by the means introduction of foreign competition. Since the English Government giving the banbury and New York steamers sail on condition that they maintained a coasting between Loughmugle and Dublin. Let the people here, who are Englishmen yet, say to the Steamers—run our mails if you like, but to our coaching trade, and we will fight you to the death.

19. Have very carefully thought over our future arrangements, and am preparing to propose a definite plan.
With the question of steam coals which would not interfere with the general plan. Say we should not have more than one ship a year from London, and that she should leave in January, and carry her bottom home. I would send orders for heavy and bulky goods especially for this ship, and all other orders I would forward by each Sandy Hook mail, the goods to be shipped regularly by the outward steamers, and now delayed for a sailing ship. The wool and shaggin would get forward as quickly as possible by steamer, and in this and the outward freight of goods I would give the Thomas O. our best support. As regards coasting, I should like to be properly protected, fearing, in the competition that is inevitable, the cheapest terms that Dean get for the Company. If the Thomas or Dean will turn a ship for me cheaper than I can do it in a schooner, then I will employ one or the other; if on the other hand a saving is made, up and down winds when time is not especially an object, not to be done. This would probably be a broader advantage. Spool
Directives will be given to the last deck without relying on hands at such a distance which they will have no cause to regret it.

20. Mr. Alfred Davis came in on the 6th. the former from Monte Video, the latter from a cruise round the islands, in support of the geographical and fisheries ordinance. Mr. Finchley has just arrived, and the Dwarf goes with the mail on the 8th. the former vessel being also about to take a cruise. Upon the Dwarf's arrival in Monte Video the Regency will have with the Dwarf's mail. Captain Jones in the least serious officer who has not had here, for the intestines of the Colony, and I believe he gives the naval station proof his best support. Mr. Finchley in coming today and the Dwarf will do so tomorrow, both from the William Edward Vice of Rap.

21. Enclose copy of a letter from Captain Jones with my reply, with reference to a coal contract. Our present prices, best, in prohibitory, accompanied with the letter in Monte Video and Valparaiso. Mr. Dean proposed to me that we should both reduce at the same rate and divide
the supply, to which I consented for one year only, and named at 50% as the price. Although there are objections to coal, I was induced to consent from the knowledge that the coal for Britain had been bought down much cheaper than ours, and the consideration that competition would force down coal to an unremunerative price. I have long been a lover of coal, and believe, better than the possibility of no bread. The arrangement can be cancelled any time after the year, and after all nothing may come of it.

22. In forwarding the annual account, I complete with the receipts of this coat and store, which have been on hand to copy. I have to remark that the profits in the store are over £3,000, notwithstanding the shipments from England in 1831 from 19,000, against 5.474 in 1830, and that there has been a general reduction of prices through increased competition.

A good quantity of dead stock was sold by auction just before Stocktaking. The profit of Surinam is very good, and would be still better if it were based on the right years' produce. In consequence of the great delay in sending produce in time from London the Parkhurst accounts could not be closed.
23. Having given the subject great consideration, I am convinced in my belief that another berth should be obtained on the first opportunity. There are now two matters to be taken into account that have not hitherto entered into our calculations, the mail steamer traffic, and the increased demand likely to arise for steam coal. The Pocumtuck has well paid her way as a receiving berth for discharging ships' cargoes, and should be kept for that purpose, and the years of May must be devoted to the storage of coal. For the outward and homeward cargoes for the mail steamers, as well as for auxiliary services when there are several ships in distress a third one will shortly be indispensably necessary. The "Sea Witch" was sold for £400, and I believe that a good many old wooden vessels are to be had for a very small sum; so that in the course of time you could pick up one of 60 or 70 tons, and load her lightly for the voyage out; it would be very desirable to do so. Upon might take the copper off and replace it with zinc, the old copper perhaps paying for the expense of riveting. 
31st of February. I send some correspondence with Mr. Thompson, who has been anxious to get to Stanley. As the little steamer has to go to Darwin, I had no occasion to send a schooner there at all; however, I favoured him in the intention of sending up, if the steamer makes a voyage for a load of wool to show the place, although the wool will have to return to Darwin again in the steamer. The unhappy fate in unloading Mr. Thompson, the steamer being not good enough, and the thing, foreseen in expected to be taken off with the in most hardly engaged in, collecting wool for the Steamer, and turned into a passenger vessel for his accommodation. The Steamer started from Darwin, and putting into Tactile points was put back from More Harbours by Mr. Thompson's order, because he and his wife were sick; they got her last night; after landing them again at Darwin. The Captain of the schooner says that the good gentleman was the most sick of the two. Dear dear more for them, not having a Calm. Donors or Steamer boat at my disposal, and enough lines has been wasted already.
28. These left to nearly double the question of the new launch. She should be 50 or 55 ft. long, decked or crowned over forward, and at all times a cabin or roof to protect the machinery from the weather, other accommodation could be added here if found necessary. She should have movable tanks capable of holding 1500 or 2000 gallons that can be lifted in and out, for watering ships, and there should be a pump attached to the boiler with a hose to deliver the water on board the ship. Such a boat Emmisaur would be powerful enough to tow a barge alongside a steamer in moderate weather. After taking opinion on the subject I have come to the conclusion that she should be a composite boat, i.e., an iron frame, which could be put together, as an iron boat once ashore might be injured beyond repair. Perhaps she would still keep her promise to carry her at a low rate. A second launch boat with a new or nearly new engine might perhaps be picked up at a moderate price. If steam is used, but dahan advanced complete accounts of L.C. cannot go to the want of such work, and arrange to
Last gone green early next month.
Have been invited by the Captain of the
Squibby to accompany him round the
Islands; but although I should have
an opportunity of seeing the salt-steps
produce at work, I much fear that
I cannot find time for this most interest-
ing trip.

Yours etc.,

[Signature]

[Postscript]

Enclosures.

[List of enclosures]

[Additional notes about enclosures]
Sir,

I received last night your despatch 596 and 597 as well as the following telegram. "Reel Rescue salvage action.
Talhland's value of ship only not cargo of
freight. Condore does not fail. 25 February
the core part of which I understand to
mean that the barque Condore is stranded
will sail 20 February).

In 599-3 I have always
maintained that it was a great mistake
not to assist. Bowlands a man who has
not his equal on the Talhland. I am just
to learn that the Director will send a
vessel in the next before next
October, to arriving in winter she would
come into the dead season. The Thomas
Co., have a schooner here, the Nimrod, for
early the coast of Talhland. 20 years old.
which having been unsuccessful as a vessel
is now only for sale. She can buy for

J. Coleman Esq.

London.
about 1 ove but a sky so wet would
be dangerous to touch. I like that our
plan of giving the smalts a share in
the reward, as it increases his care
and interest. The fair and persever-
cance have been so well carried this
year by Eminger, a German and
Noyes a Frenchman, respectively, that
they have got through a surprising
amount of work; the perseverance
went to a hook this last month loaded
a cargo and returned in 3 days 20 hours
from the time she left here. Another
man in charge of sailing at night
was in the most important danger
this coast. The new schooner should
be sailed out by a man engaged for
the voyage, and I would promote one
of these two men.

3 Jan 3. The stock of
steam coal is decreasing slowly, and I
shall sell a few more tons to the Steeple
& Shops. D. Reifeneck, but the house
coal on board the Steen of Bray preven-
ted my putting the Reifeneck's 100 tons
on board her. The stock is now about
330 tons.
4. Care. The arrangements to keep the Store supplied were successful only as long as you adhered to the practice of sending regular and small shipments of them. The state of things just before the arrival of the Chateaugay, when nearly all the necessaries of life had run out, was not a happy one.

5. Fate. The Dow's List appears to be doubtful; if your telegram had not arrived a Bottomly bond would have been taken, in fact I had actually posted the general public notice just before the line arrived. It is surprising that my telegram was not understood. When Swift & Co. telegraphed the amount of the bonds as 6,000 and you replied in due course the words "Advance you 600" it would surely in place of the most ordinary intelligence that the Advance bond amounted to 6,000. I purposed putting the Swedish Rambos 5000 after, but you should confound the two, and it is incomprehensible how you could have supposed that 600 related to produce from New York. Such instructions as to Bonds. I conclude that the insurance of the bond is only to be paid for by the ship in the event of its being
cancelled. The letters from the Governor
Consul were not found enclosed.

6. Par. 12. As my last despatch
Par. 23 I fully explained my views about
hurts. I shall have something to say about
the letters after the Admiralty Court case
for which the letters waits until the day
after tomorrow is over.

7. Par. 13. The report from
C. Thomas about which you allude
was not in the enclosures. I quite made
my mind long since that matter was
the thing, but with present proof it
is impossible, as lately explained.

8. Par. 14. Mr. O'Call's warnings
borders upon imprudence. The circumsta-
ces of his leaving have been detected. He was
determined long ago to take a Thomas
worth 1,000 a year, and I explained
to him that if he went I would
make temporary arrangements for carrying on
without him. Of course I see how many
not to have it put in black tables, and
can only express my regret that this
not more grateful. In this to which you refer
was not in the enclosure.
35. 9. I have no precise date for any letters of Lloyd's, to which you refer in the confidential one of last date. As the instructions to Lloyd's agents and the letters are stated to be privileged communications, the one in question simply repeated the current talk of the place, mainly founded upon the Captain's own statement. The statement was evidently of a nature that the Underwriter should be made aware of, and there is nothing to withdraw. Captain Neece says on the second survey told me that the Plattabari the steer was at, was, and the course of the voyage after twice putting back are sufficient to prove that she was too unseasonably to go round Cape Horn.

12. 12. I do not advise the purchase of a steam vessel at the price you mention.

11. 47. 12. Captain Channan's letter simply asks me to send his bay horse, which I shall endeavor to do for the reasons for 1/5, but as with your note the say anything as to many I shall not advance any for passage by mail without further instructions.
12. In 1818, I am puzzled at your saying that the warrant supplied the baggage for the second, none have arrived here for her, but Dean as already reported, received a lot of baggage from the Dennis Brandt's, if he got this with the intention of buying her and your telegram promises that the Co. have secured her in London, you have offered a couple that will disappoint more than one for I hold for Captain Lannast. If 2000Em. is sent by the Thomas Co. for the purpose of competing for her. If you have bought the ship you will of course get the cargo at a cheap rate, say 1/10 a ton or maybe, for no one will buy there without the ship.

13. Same from the ship, all is well, 501 tons, or 499 tons large for the ballast and remaining wood, I shall try to let Dean have space at a cheap rate.

14. Same from. One or more iron masts can never be shipped here, but wooden ones are, you are probably aware, are sometimes used, and these can be made in Stanley.

15. Pen. 19. This must

encapsulating that account sales should be
detected. As we have five or six shipments of produce a year now, I think that you should abolish the old system of counting until the last ship is sold, before making one general produce entry for the year, and should let us have all accounts up to the end of the year from time to time, more especially in the case of our clients, the books being now made up to the end of December. We entirely ought to give them credit for their produce from the proper entry.

I shall be very much pleased if you can furnish me with the following information. The 'Dunbar' arrived at Durban on the 25th Inst. with over 4,500 bales on board, the 'Fairy' has made some rapid runs, and I have no fear about getting her in at Iquique, we have over 1,000 bales and 1,500 bales if she will carry them, but I do not expect to get in many over 1,000 of the former, ours being larger than Dano's. With ordinary weather she should be away in a fortnight, or about 40 running days from her arrival in Stanley. I am very much pleased with Captain Tjalbo, whose strict attention to his business has largely contributed to their rapid success. Their foreign shippers put our competitors to

I am very much pleased with Captain Tjalbo, whose strict attention to his business has largely contributed to their rapid success. Their foreign shippers put our competitors to
17. I returned a few days ago from a visit to Darwin. In the North Pacific there were two ships in 33,000 showing signs of seal, in the North Sea five in 35,000, so far this is satisfactory, but I am sorry to say that the fear of famine in 356 is about the effect of famine has proved to be only too well grounded, for the wool shipped in March is light, and there is a falling off at both Aran and Darwin of nearly 40 per cent, accompanied with last year's average. However, this may not be the least, for the lightness of this wool caused by a high price of wool will be appreciated by dealers. I shall be curious to see the reports on the wool from Darwin.

18. Mr. Barlow writes me that he told you he would secure his wool at Low and could do it cheaper, and finds it was successful. He wishes to secure it 3000 lbs. present ship, to be loaded at London, but not at more than 30f. I have taken it that Low and mercenaries furs as soon as we can mention of all risks for which I suppose you had better do it, in the absence of definite instructions, or the hand it over to Low and mercantile.
19. A missionary has managed to get to Stanley. The Bishop having lent his spear of 10 tons for the purpose of bringing him in. Favoured by a strong gale, the messenger made a rapid passage. Of course it was unfortunate that the ship was not at the time running between Darwin and Stanley, but in such cases I look upon the Company's interests as paramount, and to take her from her work at St. John's would have been to delay the missionaries. The interval is full of passengers from Valparaiso, and I think that there is a difficulty about finding berth.

20. We at Darwin arranged about starting Grand Queen and setting going Hope for a month or so, in order to avail myself of the opportunity of camping out. The Director's orders about visiting Port Stephens. Captain Jones asked me a few days ago when I should like to start. Before giving Captain Jones his orders, the 2nd of March in the day passed, Captain Jones must write Captain Jones.
has simply been to spend the
Netherlands, and the latter invites me
as his guest, and says he will go
where I wish, the difference between this
and cruising in a steam yacht when I
wish is insurmountable, and it will be
hard to refuse such an offer. However,
I must be guided by what takes place
at Court in 16 the French Tomorrows
by letters I expect in a day or two from
the Camp.

The Illness has brought
flour and potatoes from Valparaiso,
and part at least of the mail of 18th
December; but as many besides
myself have letters referring to others
entrusted with mail which have not
arrived, there must be a bag still
missing. These irregularities are
most annoying.

22. I promised Mr. William
Bannister, the Commander of the Dwarf
and Mr. Horne, the Paymaster to take for
each a cash of Calling for the
Studensacs. It is likely that the
Shipping and Transport will shortly contain articles on the Dwarf's
voyage by the former.
23. Referring to paragraph 21, I have just noticed that I have not received original of your despatch 396, confirming the fact that a bag is missing, and this explains Mr. Heri's remark that the November bag was marked Tugger. 

24. It is really worthy of remark that for seven years we run the mails without ever losing a letter or delaying a single bag.

25. The Pacific has landed the crew of the Pekfonor Castle, burnt at sea.

The Thistle has returned a second time, having lost foremast & bowsprit. The Border Queen for Shallow Bay has put in with mainmast & foremast & running, both of which will have to be renewed. The Allen Gardner's has brought in the crew of the Lady Puffin of Felixwood, lately lost on Jason West Cay. The Company will repair the Border Queen, but as you have taken no notice of my request, will refer to Mr. Swann's Merchant Shipowners' Company announced on our card the Thistle returns to her former consignor.

26. I should have said in reply to your remark in 399-10 that she sent...
has been most improperly returned for transfer, that I took that course
upon the combined opinions of our
frenemies, Capt. Churman, and his
coadjutor, who all declared that the
ship was not rendered unserviceable for
under prices. That the seller, quickly
took down both, appears to me to show
that they knew the bag was preserved.
Ships would have remained here
until rotten; but in future Gambia
the common prejudices seems to come
the Company's pocket by returning
badly bought goods, and they may be
hers and perish.

26. April 26. The case of
the Linear came before the Vice Admiral's
Court today, when the evidence of Capt.
Keswick and his officers was heard. The
government as to value of ship having been
made between the parties, the Governor
ordered an appointment, and will after
that to be time to consider the case. He
states that the ship was made of wood
of leaving the harbour, and that such
was therefore unnecessary, but nothing
will be decided before next mail arrives,
and on the value of the ship for which
plans to give back the not time decided,
I deemed it necessary only to notify that the company was prepared to begin the work called upon, and to prevent a forced sale, which stakes to be the meaning of the action the shop stewards have taken.

Yours truly,

[Signature]

Manager.
Resident of the
German Empire
Fort Gentry, 19th January
1882

Sir, I have the honor to
forward enclosed—

1. A list of German ships
having visited Port Stanley during
the past year.

2. A memorandum of
funds received for the
Consulate,

I have the honor to report points referred to the business
of the Consulate in 1881.

I have the honor to be,
Your highness' most obedient
servant,
A. B.

Sir Highness
Chief Consul of
The German Empire
Berlin.
Manuscript of Cargo shipped on board the "Shadesmart" to the Falkland Islands for London.

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<tr>
<th>No.</th>
<th>Marks Description</th>
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<tr>
<td>1</td>
<td>500 253 170</td>
<td>Falkland Islands</td>
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<td>500 247</td>
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Addressed packages as per receipt.

Stanley 11th March 1822,

G. Langdon

for F. H. Cobb

Managed.
Sir,

In the absence of the Manager who is on a visit to the West Falkland in H.M.S. Firefly I have the pleasure to inform you that this vessel arrived from Half a Creek this afternoon and will sail tomorrow morning having been discharged and loaded in 3 days.

2. On the 9th last the 70th Frigate Brooklyn, Admiral Spotts arrived from Sandy Point and H.M.S. Rifleman from Sandwich on the 7th, the latter took Coal which reduces the stock of steam coal to about 265 tons. On the 9th inst. Admiral Spotts was seized with dyspepsy and died the same night.

F. Coleman Esq.
Secretary
London.
vessel are the two N. Calhouns and
Capt. Cheesman. They are provisioned
by the Captain for the sum of £30.
Twenty-one pounds. Captain Cheesman
should be charged at least £10 for
passage of this sum.

As the freight is to be annual
rig 50l. and ¾ per wool, the addressed
packages are carried free.

I am, Sir,
Your obedient servant

J. Longdon
for Th. G. Cotte
Manager

Enclosures

Manifest
It isShading
letter for N. Thickeury with 10 l.
Aboard & Yales
Wool Weights 64 by 283 l.

64 by 247.

64 by 263.

Particulars of Baillor's Wool
Charterparty with lay days
Dutch Stock of Plate
C. Book & Bill for Jan
Tripe No. 327, 328.
Sir,

I received yesterday from the Steam schooner in H.M. Frigate, and her master landed when the mail was reported. I am therefore only able to acknowledge receipt of your despatch on the 22nd inst, and 16th yesterday. The mail cannot be at Montevideo before the 11th inst, and so the sloop having been ordered to return on the 11th, her mail will probably be home as soon as the present.

2. I take the opportunity of mentioning that 25 cases of Bacon, &c. should be shipped by prize mail. I mention this small quantity on account of the bad season. I am, Sir,

Your obliging servant,

[Signature]

H.E.C.

[Signature]

London.
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<tr>
<th>Date</th>
<th>Description</th>
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<tr>
<td>1835</td>
<td>Paid to Mr. Dedesworth</td>
<td>£1,200</td>
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<tr>
<td></td>
<td>Wool Weight</td>
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<td></td>
<td>Wool purchased by Mr. Dedesworth</td>
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<td></td>
<td>Receipt for parcels</td>
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<td></td>
<td>Wool purchased</td>
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<td>1st to 5th October</td>
<td>£1,601</td>
<td>£2</td>
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I have reply to your dispatches 6001.

1. 20th Jan 2. I am aware that the cargo for Ghuznee could not have been carried for the sum insured by steams but I am going to show that measurements of the goods were not.

Many biscuits which were not asked for may remain on hand for years and pack and other goods put in to fill up cannot not be taken account of. You say that goods ran out because a sufficient quantity had not been ordered. The fact is that enough had been ordered to last until March, and when the steamer, which should have brought goods, arrived on the 15th of that month, there was no vessel that had actually run out. But between Jan 1 and the 25th January when the delays
cargo arrived for Landen, and all the important articles of daily consumption were in a proper deposit had been sold out. It is admitted that the next plan is to send small and frequent consignments, and up to a certain point you had supported in full by shipping the steamer india in full. What was the result? The shipments from England were some thousands less than the previous year, causing your exchanges to that extent, while as long as you continued the system the stores were better supplied than Dean's. But as fully warned you beforehand, the moment your began to delay orders to collect enough for a sailing vessel you threw everything into confusion. After this clear explanation, which is most to blame for the loss of sales, the London office is the blameworthy one? I may suggest that, if the matter is not yet understood, my proposals for shipments of stores should be carried out, and then if things go wrong I
am ready to accept the responsibility and blame. In the good old days of stores and unbroken tranquility, comparatively little time, the public suffered and had to wait until next time; this is all altered, with increased competition and more importers, and if our supplies fail, the public go to the next store. It is necessary to grasp this fact, and act upon it, unless we are to drop to Canada altogether. You ask me to send full particulars, but I put an end to this state of things. This state might have been dispensed with long since if my suggestions had been carried out. I shall send no more orders for heavy goods until next October, for the February consol. of 300 to 350 tons, unless it should be necessary to order steam coal for the Admiralty's regular needs for goods by steam will go each weekly via Sandy Point to give you time to ship them, and I should be glad to receive provisions still Captain Siemens, but I shall ship next year's wood by the earliest possible steamer.
3. Jan. 9. It was the want of the owner's orders that caused the vessel to go to {add.} Bay, if, instead of looking for an old letter, a prompt application for a copy of the agency instructions had been made to the American Company when the first arrival was reported, we should have had the least share of the shipping lately, instead of none at all. For it is a singular fact that they have been nearly all Englishmen, and have run together like a flock of sheep to the want of this letter. It appears the loss of the business of the Tea, Coffee, Alumina, Birds, Beer, Lamps, Espos, and Lepinaires.

4. Jan. 9. St. Peter's is hardly worth mentioning, but you blame your亲切 unjustly for sending the ancient literature refused to, each volume of which was dedicated in your own handwriting. I think that your suggestion that books dedicated for the library in London might not be of the proper sort is eminently likely to be correct.
5. Sir to. I went on board the
James after the vessel had closed to
receive Bills of lading which I put in
envelope with a memo, and left in
Captain Nelson's charge to be posted at

6. Dec. 11, and 603 - 4. I am
honored with the honor of the Cordova,
which I cannot but look upon as a long
manifestation. I have copied through
my despatches for last year, and can find
nothing about the Cordova, but in 528
it is said to have sailed like the Lemos
again. This, however, was by his supposi-
tion that one vessel only would be
sent, a plan suggested acting age
as Lord, '31 in 304 - 22, and repeated
in 322 - 30, but as soon as heard of
the American charter Lords (324 - 2)
the smaller ship should be sent in
February, so that my observations on
the subject have not been inconsistent.
Against the time of 511 letters you have
sent me the Eldonness and Cordova, besides 975 tons registered, or 461 tons more than I asked for, and this actually is the case of a telegram announcing that produce to the value of $8000 was on the way home, and knowing that Holmeste and Baker's produce would not be available this year. This is what I expect to find in the Cordova:

<table>
<thead>
<tr>
<th>400 to 500 coarse cattle</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 bulls, wool 15</td>
</tr>
<tr>
<td>90</td>
</tr>
<tr>
<td>30</td>
</tr>
<tr>
<td>73</td>
</tr>
<tr>
<td>16</td>
</tr>
<tr>
<td>200</td>
</tr>
<tr>
<td>1438</td>
</tr>
</tbody>
</table>

1000 hides

And the skins are fine. Mr. Stirkray, however, is not sure whether he will shift by steamer or not, though I have told him that the Cordova is an iron vessel and could not take a proper interest in the Co. if said not after the unnecessary expenditure notwithstanding that after...
my very full advice I cannot be
laid to my charge. If the ship was
taken for the cargo alone; better duty to
have left them behind than to import
something like 8000 over them. But
not long be bought in Hamburg, and
be shipped one after the other at a time by steamer?

7. 601. 5. Had there been
the least chance of getting the year's accounts
ready in 17 days, I should not have gone
to Darwin in January; but considered
my presence there necessary, and I proposed
the 20. Only remained there four days
and returned for stocktaking, which had
been going on during my absence. Seeing
that not only had stock to be taken here
and values calculated, but client's accounts
be made out; and inventory, and
returns the made up at Darwin,
Makha Creek and North Arm. The
separate accounts of more than 150
men to be balanced by the Darwin
stockholders, and the whole of these as
well as numerous others just mentioned
incorporated in the Stanley return. I
cannot understand how you can for a
moment have thought with any reason that the thing was possible, more especially as the dispatch of accounts from London to this office does not show an example of great clarity. However, as shall always in the future months have plenty of subsistence by N.W.S. vessels, and any time after the first of February should be able to get the accounts forward.


Tippel Island, 13 Dec., 1827, 8th. Have no doubt but it would be wise, most wise, to change concluded $38,384.44 for Capt. Jocks' 2 pc. 1. 16; but Capt. Jocks might on his side be of a different opinion, for his two sections are the best land he has, just as our place are the worst.

9. Par. 8. Sett among Man with Capt. Freeman for the use of the dining apparatus; but it will be necessary bound out at once a pair dress and understanding, everything else is in order.
10. Cap. It. The Annand was originally a seven years vessel 14 years old, and has a bad reputation for running aground; she is not a suitable vessel for this coast, and would be running into constant repairs.

11. Cap. 4. Hare's too is not in the Coast; he was a slowboat on board the New Birch, and having behaved very badly had better get his property the best way he can.

12. In Captains, Capt. Thomas has been on account on Staten Island on fire, some cargo has been brought in here by the French, and sold, and the schooners has returned for more.

13. Mr. Williams Teacher has written to ask me to secure the cash of melancholy on board the St. Thomas for $30 against all risks, please to this, and forward the policy to his agent, Messrs. Rim & Tindemont, who will pay the premium. Also on his arrival
of the skins, will you oblige him by dropping a line to Lady Bromley,
the Grange, Hatfield Broad Oak,
Harlow, Essex, saying that the card is in the hands of Mr. Brandscome.

There has been a lamentable blunder made by some one over the figures for 390. There were 359 casks of the Company's marked 5 on one Bill of lading, and 3 casks marked (H.C.) on another, total 390 from Harwich, further, in the remarks on cargo, special attention was called to the litter, particularly No. 21 & 22, refined as an experiment with blood. Not only have these casks been ignored, but the whole 390 have been heated as the Company's, and account sales ordered as follows:

\[
\begin{array}{ll}
9 \text{ Dec.} & 150 \text{ casks} \\
11 & 162 \\
13 & 88 \\
\hline
\text{Total} & 390 \\
\end{array}
\]

As mentioned in the remarks, the lumpy sheep were baked cold, and
The letter printed, so that not one must be included in the sale of 45 cases. The C.M. N. P. should be always full tonight, and proper accounts taken. Our clients complain, and with good reason, that sufficient promptitude is not shown in rendering accounts, and that they have not got credit for their money from the proper date. As nearly as goes the interest is considerable, and must give them all credit on the proper date, i.e. the arrival of the first mail after the prompt, and must again request that the accounts be rendered without delay as soon as due, and suggest that the general practice only of 31st Dec. be discontinued. Mr. Bonner asks for the broker's account instead of unearned money copy from the London office. This is very irregular, but I insist that Mr. Dean gives his original to his clients, and that re-remonstrated with him for doing so. The transaction is between the farmer and the merchant, not his brother, but people unaccustomed to business do not understand this.
Although all the produce of 1821 has been sold, I have again to complain that the statement of all proceeds has been withheld.

15. The passengers by the
Flora were Messrs. Anson and
W. Shewring, Captain Hewgum and
riggers for the Duke of Wellington, by the
Name Andrew Bell temp.

16. Left Stanley in the
Nesby on the 20th March, and the
route was as follows:

<table>
<thead>
<tr>
<th></th>
<th>Arrived</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linley Island</td>
<td>20th March</td>
<td>4th March</td>
</tr>
<tr>
<td>Darwin Mts.</td>
<td>4th</td>
<td>5th</td>
</tr>
<tr>
<td>Bleecker Island</td>
<td>5th</td>
<td>7th</td>
</tr>
<tr>
<td>Fox Bay</td>
<td>7th</td>
<td>9th</td>
</tr>
<tr>
<td>Port Stephens</td>
<td>10th</td>
<td>13th</td>
</tr>
<tr>
<td>Bedwell Island</td>
<td>12th</td>
<td>14th</td>
</tr>
<tr>
<td>Beacon Island</td>
<td>14th</td>
<td>15th</td>
</tr>
<tr>
<td>New Island</td>
<td>15th</td>
<td>19th</td>
</tr>
<tr>
<td>Mill Cove</td>
<td>19th</td>
<td>20th</td>
</tr>
<tr>
<td>Keppe Island</td>
<td>20th</td>
<td>20th</td>
</tr>
<tr>
<td>Port Howard</td>
<td>21st</td>
<td>25th</td>
</tr>
<tr>
<td>Stanley</td>
<td>2nd</td>
<td>4th</td>
</tr>
</tbody>
</table>

17. Found that Bell
at Bleecker Island had not been
a good reason, which he attributes to having used Dr. Denny's dip, and many of his sheep had died, and there were numerous cases of sickness among them. He has barely as much wool as last year.

18. Baillie Brothers have an unsatisfactory ship, and their loss of sheep this year has been excessive. I think Mr. Baillie told me 20%; this year has not exceeded as might have been expected, but a turn may come for the better.

19. Mr. Fort Stephen's project was carried on the grasslands, but I may remark that the dip of wool this season is unexpectedly short, and my general opinion is that the establishment and stock are not as well managed as they ought to be. The dipping down plantaion under the care of a incompetent Miller, who worked it in the Poles and sold it to Mr. Dean, a couple of years...
The building is between the woodshed and the beach, on a green level, the former being on the edge of a steep bank. This is convenient, for the floor of the building at one end of the woodshed is on a level with the top of the digester, and the meat has not to be handed up as at Goodfield.

The boilers, in plain red bricks, substantial, fitly set in stone and brick, with a large-heating surface underneath, the steam passes from it under a couple of tanks which are used to supply water to the boilers hot, and hence into a substantial chimney stack at the end of the building. From the Building the blood flows by an open channel to the beach, whence it is carried away by the tide. The inwards are washed out by a stream of warm water in a bank, and put into the digester with carcasses and all kidney and viscera fat, a pork and venison fat pan is used separately for the latter, and Millar says the digester takes the whole, a point upon which opinions seem to differ.
Steam is on at 30 to 35 lbs. for 2 hours, then allowed an hour to settle, after which the remainder is blown off. The tallow is drawn from the cauldron about one third from the top of the digester, by a shoot into a square wooden strainer with a perforated iron bottom, then into common ship's tanks, where it is allowed to cool until about 70° Fahr., then drawn into casks. After all tallow has run from the casks, steam is put on gently, which raises any not previously run off above the head of the cask, the steam rising entering near the bottom of the digester. The gravy is then run off to the head, and the bottom of the digester, which is some shaped, and works on a hinge, allowing to drop, and the refuse falls into a wooden press-box, with openings in side, which presses under a screw on a hammer underneath. The screw is then put down, and all tallow that runs out goes to a pit, and is pumped into the junk digester. The finish is now run in a cask, and is
used with a little fuel as the sole fuel for raising steam. There are two digester, but no other machinery, and Miller says that all the tallow is exhausted by steaming the number of hours already mentioned, and if the matter were done it is not fit to guess while no more tallow is taken up. The works appear to be efficient, and Miller well up to his business; there is no show as at Goolepark, but the place must be much less expensive to keep up, and although the tallow may be, probably in a couple of shillings less in value (a point we should ascertain) still I question if we do not spend three shillings two of these factories. Miller and one man he brought with him keep the place in order, cut the pitch, and cooper the tacks, while our superintendent gentleman at Goolepark is constantly contending with me for more assistance. I was sorry to find that the planting was not to commence at Port Stephen until next month, as although Mr. Dean has offered to take our round I question if I can spare any more time this season.
under the charge of Mr. Blake appears to be in good order, and the place is apparently thriving. It is certainly a very good island. Bazaar is getting overstocked, also New Island, a dead venture from which such small places suffer. The cliff scenery on the only west islands is very fine for exposing anything on the east. While Gone Mr. Blake is much delayed through the accident to the Ranger Queen, but as we met her near Baracoa Island on her way from Stanley he will by now be at work on his new settlement. Speaks here also that the ship is poor, and this is so general that it is safe to attribute it in common with our own stock, to the effect of the earlier frost, wind, and spring. We only touched at Stagg and Belize, and there was nothing noteworthy at Fort Howard, early in the arrival of the Tague after a passage of 61 days.
21. I have left the case of the

breeze to nearly the last in hopes of
reporting progress, but there is none
expected. After last mail left, Captain
Hemans and Captain Tlap came to
an agreement as to the value of the
property valued, which they have put
at £3000, and after a long discussion
with us they fixed £1500 as the value
of the ship and £1500 of freight and
cargo. I persuaded that while £2000
might be an overvaluation of the cargo
for which there is no demand here, there
would be no difficulty in getting a
purchase of the ship at £1500, just
23./ per register ton, for an iron vessel
with nothing the matter with her
excepting the want of spare rigging
and sails. Some private and
quite authentic information states that
M. Dean instructed his son to bring
up 14. / per ton for the cargo, even
if the limit were reached they would
only paid $1,360 - the quantity being supposed to be 1,600 tons. It is more likely, however, that such a large quantity would be given away for $750, but for this they could not have bought excepting to be shipped away, having no chance of remaining fresh enough to be sold to ships of war. If therefore the cost were valued at $1,300 and the ship $200, and eventually at auction the ship only fetched $500, it would be an additional complication. Yesterday Captain Shuf came to say that the Governor thought after all that it should give bail before the adjudication of the claim, and sent word to me to say that if the ship was valued at $1,500 it was authorized to give bail to that amount. The Governor said, however, that the claim was $2,000, that he could not separate the ship from the cargo, and that I must give bail for the full amount. This I of course declined to do, limiting my offer to the sum already named, and the Captain, after some further conversation,
said that the matter had better be left until next week, when he would give judgment in London, when salvage would be awarded. In saying that he could not separate the ship from the cargo, Schiavinoni had been wrong in law, for when the separate values are once stated, the one cannot be made liable for salvage due by the other; this, Shaw pointed out. Neither your telegram nor instructions clearly instructed me how to act; had the former been 'Bail excess in ship only not cargo or freight' Schiavinoni have been my way clearly, but the insertion of the words 'value of' before 'ship' had me to believe that my bail or payment into Court may be on the whole, or as long as it does not exceed the value of the ship. It all comes, whatever may be the award, Schiavinoni to expect in paying the salvage as long as stake a lien on the cargo from Captain Shaf. It would be
would the Company, while taking the ship care for refreshment at a low price, and desiring to, once relieved from the claim would be an excellent speculation. Ask Mr. Humphreys to let you know at what price care of Valsparnice or Collas could be procured in Montevideo.

22. Enclose a letter from Mr. Cooper. Have engaged from Montevideo, an excellent man, in fact the first real tradesman that has ever taken the tasks in hand. May also mention that the tasks received from Jacques for Tradesmen are reported as being very superior to his former lot, rather confirming my suspicion that he was working off his worst tasks upon the insufficient Company.

22. Mr. Robinson, Chief Engineer of the Grand Forks, whore
instrumentality. I believe, we have
considered this point especially this
year, and that the best New south
coast are proportionately the "Ocean Shad" and South Country "Shad" Westmain. Should it be necessary to have a
small supply for next season, it should
arrive about October, as a gun boat
will probably be bringing from them
the following March, and it should
arrive as late as possible, to be the
cheapest. The quantity sold
this season is as follows:

- Dwarf 100 tons
- Regular 60
- Finely 63

Total 227 tons, after all a very small quantity leaving 227
ton on hand today. I will advise
you further on this subject later on,
but I may mention that I think you
should try to get a cheaper freight
than 50 per ton, seeing how little
paid by New south and no charge
of getting a return cargo done.

23. The Dennis Bennett sailed this morning; she arrived 26 days before the Thirteenth and in 7 days behind her crew, a gain to us of 23 days, but after all there is not much to brag about, for the way with Dean manages his shipping seizes on the business.

24. The Stances is disappointing; she was very busy when we left to order to may have given a wrong impression. She is leaving for Sandy Point today, and takes ship from Page Cove at a freight of 60. a head for all landed alive. The Stances (5 year old mares) being sold at 30 each to Mr. Fink of Sandy Point. Officer in the same class at that price, as a fact at 60, but the last island is nearer the Straits. The Director will see by this what prices are coming to.

To Mr. Fink.}


From ordinary servant.

Arrived by the Maria.
Fig. No. 551
Feb 7th, 1819

Statement & Invoice

Fig. #30000000-Manufac. &c.

No. 1440

No. 6318-633

1st for £100. 0. 0

Statement

Shipping Report

Cooper's Letter and Casks
Memphis.

27th April, 18__

With reference to my request that the goods actually ordered from here could have been shipped by train for something like $200, I find that the measurement in the Vardens' cargo book comes to $34.91 pl. 2 ins, which at 30% would cost $229.51; but as the Vardens offered lower terms, what I said seems to be nearer the mark. Of course this does not mean that the whole of the Vardens' cargo could have been carried for that sum, but it may safely be assumed that what is not asked for is not wanted, and filling up for the sake of filling up is not a process advantageous to the store.

2. I have given Hannover his name and mark of the Florida in order for money, which he would like to draw by instalments if convenient to S. Coleman, Esq.

Secretary.

London.
3. In the case of the 

Tavern, 

the case has at last been decided. The Governor, 

having on the 1st. awarded $1,200 

as the salvage payable on ship and 
cargo, the ship, as already advised 
having been already valued at $1,500 

and the cargo at the same amount. 

It being necessary to pay the salvage, 

the question then presented itself whether 

I should release the ship only or the 

whole property. If the coals had to 

be sold, there would be no storage 

room for them under cover, therefore 

they would rapidly deteriorate, and 

would only realize a small sum, say 

10c per ton or about $500 for the whole. 

Since competition should drive it. 

Dare up to his limit of 1c, an event 

unlikely to occur, as I should not have 
bought more than 200 tons to replenish 
our stock. Again, selling the coals at 
os would in no way advance the 

disposal of the ship from the port, and 

in any other present condition. As the
The hands, the payment of his full salvage would be within my instructions not to exceed the value of the ship, viz. 6,000. I therefore proposed to Captain Shaw that I should advance the whole, taking from him an assignement of the hire which he possessed by common law, over the cargo for payment of salvage, with the condition that the coal should be sold for payment of the advance unless released by the proceeds of the sale.

Captain I agreed, and I gave two bills at 12 days sight for 6,000 each, upon the bank, drawing out for him an assignement in his favor of a letter of which a copy is enclosed.

I hope this is in form and legal, though I have had no advice on the subject before. I would pick up from books. The advance is to be on whatever terms you may have arranged with them, Marshall.

I have also paid on account of ship and cargo $455.87 for costs in the Vice Admiralty Court.

I hope it shall not alarm the Directors by boldly proposing that they should abate any hire and cargo.
The Norman Co. coal regularly in Montecito at 400. Offer them the
Queen's coal at 400, and buy it at 200, or thereabouts. It will take them
a year or so to clear it out; that time will not be wasted. While the coals
are being gradually consumed proceed
to fit the ship out, not with a large
gang of men at ship wages, but with
our own mechanics and sailors at half
the money. Send out mast, yards,
and a suit of sails (if necessary);
in our next sailing vessel, one needs
a very capable master, skilled in rigging
her. When ready, engage a master
and crew, and send him to Lissabon.
Stamford, having previously chartered
her for a voyage to the United Kingdom,
and upon her return sell her. She
will be bought to fit out again, and
in our position we can fit her out more
cheaply than anyone else. She has one
good suit of sails in thorough repair,
and as mentioned before she has
little wrong with her excepting the
want of masts and rigging. An
off by £14,000 was made for her last year, but the owners wanted £5,000 more; there is no doubt that this is a speculation worth the attention of the Directors. Care to buy her with the coals at a bulk and would be worth doing, if anything like the valuation could be accepted. Would, however, on no account buy the coals without the ship to keep them in.

5. Some time ago I wrote about coalings large suggesting 27th, to which you replied that 27th was the more common weight, and must the matter dropped; but I am since informed that she is expected in the last, and should certainly recommend some being sent out, seeing that coalings likely to be on the increase.

6. George Milner, a skipper, in passage this week, he gave notice last week that he wished to leave, and Supplied his passage by the stevedores, but he could not get ready in time, so can he wait for the stevedore on account of his health. Having
offered him a sailing passage. I told him I did not feel myself authorized to pay him more than 60 in lieu of a hire, but recommended him to the favourable consideration of the Directors as he is a man of great sobriety, has worked well, and has been over 15 years in the employ.

7. For many years a patent slip has been talked of as desirable, but there was never an estimate of the cost of one. Captain Ramm says that it could be laid down here large enough to take a ship of 1200 tons for $2000, is this a fact or not? So, if it is, the sooner it is laid down the better. There is more need for it every year, and at such a cost must pay. But that we are getting new steamers on the coast how are they to be cleaned? And how many vessels go past without being annually simply because there is no chance less of preparing them below the water line?
6. A very large Dutch Ship, at Havre, is in, and has gone to Deal;
her requirements illustrate the difficulty of keeping stores in these places sufficient for all requirements without casting funds;
complaints reach from London about the
money locked up in stores. She has
blown away nearly a suit of sails, and
wants 2000 yards of canvas. Dear,
cannot supply it, and buys our whole
stock of the kinds required, at 3/12s, of
which we have about 800 yards, sending
blanket prices for the quantity of which
she is short. Our stock is what remains
of a quantity imported a good many years
ago, and I have been congratulating
myself on working it off, as it appears
that it ought to have been replenished
before getting so low.

9. I have a good many things
needed, but restrict my want to what
I hope you can get together in a fortnight
to go to ship by the June steamer. I call
your attention particularly to canvas,
women's boots and garden seeds, but
hope that you may manage to ship
all that I ask for.
10. Endeavor to get into the Camp after the finely kept. But the Governor put off the Train one from week to week, and so prevented any getting the time expected for. There was a dispute at some place which prevented settling, and Mr. Langdon peremptorily for an and put matters in order. Shall now leave as soon as Dear after the mail, and visit all the stations. The latter work are now getting on well, and the reports so far are encouraging as to the quality from each place.

With regard to the sheep in the South Arm section I heard last week that some coming up not one really with flock, and today I have a report from Salters which says:—

"Am happy to be able to say at the present time that the South Arm sheep is in good condition, on way, and camp, if they will keep at this. I for one will be thankful."
11. I have just heard from 
Davies that the ships have been galloping 
in that action within the stipulated pe-
period, the number of stragglers being 
over a total of more than 3,000. M imag-
used is yesterday informs me that the 
Company's ships on the coast are look-
ing in splendid order.

12. The Smithe of the ship 
from San Antonio for Cape Town is lib-
erating Lord Company's ship. There is 
a possibility of the ship being conserved, 
and the Captain goes to Montevideo to 
telegraph, but should she be repaired, I 
have informed him that a credit must 
be opened in Europe for payment of the 
exenses, a bottoming bond being made, 
for the reason that a passage from here 
to Cape Town can be made in 25 days, 
while a letter from England could not 
be sent there under two months, and it 
would not do to trust the Captain to 
deliver his own bond. The expenses would 
be from £1,000 to £1,500. Telegraph
Federal Comitee 26th August

13. James Bethune and John White, two married men, who have applied for passages by this mail, together with their families. In view of the great complaints made by all other passengers of his accommodation, I believe they are among the cargo without distinction of sex or the slightest regard for decency. Have thought it right to send them second class, more especially as Mr. White is in a most delicate and dangerous state of health. White carries some live birds for the Zoological Gardens. The passage money must either be reduced, or the Royal or Pacific 69 must be asked to carry our passengers more reasonably.

14. It would be easy to name the names if you would send me the names of all the names of all the people who agree their balances to him.

15. I have seen a letter from Townsend Johnson with the offer to carry his wool at 3.5d. his hogs at 2d. per pound, allowing all accounts, shipping them at 4d. and advancing £200 toward the purchase of them.
16. 1st May. The Temple arrived last night. There were 39 passengers waiting for her, of which she carried a few third class, that is some disappointment about all these closers. Envelope
the goods despatch 60/0 (shs) 600/4.

17. Box 1. The delay of the coach and case was an oversight evidently, it is more provoking to have been dunned by having caused for a payment for some things enclosed in the case, you having informed them that your land instructions to sell, whereas I had written you on 29th June last year asking you to receive and pay for them.

18. Tar2. Times will not now permit my sending a Petaling's boundary which I must book up, surely you have a key to draw and the Inspector took home last year; however, surely that Petaling left a numerous family, principally boys, who work it now, and since Cameron have the right of stock off, there is no chance whatever of getting it. Most of the Camp south of the Gabbad heights is inferior, of the Director wish to extend their work they should make preparatory work at Captain Peri.
19. Sir, I delay naming steam coals pending decision about the tuscan cargo.

20. Sir, 601 ft. per ton is too high a freight to change my opinion for such bulky stuff as furniture, in fact it could have been sent by steamer at the same rate, and sailing freight are always lower in proportion. I think that any people who pay £20 for a sailing passage, his should have as much as they can eat. Shores should have myself being put on an allowance at sea. do not wish for any more shepherds until I ask for them. wish to return the staff as possible.

21. 603 Sir, This only modifies my proposal about the tuscan, of suggesting that she should be bought and kept as a tank until an inferior vessel could be found. I hope she can be got for £1500, but the purchase rests with you. Captain this having no power to sell.

22. Sir, I fear a little inconsistent to have remarked in 601-5 that since having been gone to Darwin and the Dwarf, and immediately afterwards I regret that could not proceed in her to Fort St. Stephens.
23. I am surprised that you should think of witholding it.

I write for the sake of the paper which you in confidence, as mentioned in 320-10. lent

it you exactly as received it from Captain

Seaman, without date. Captain Seaman is

very open with me, and may be anxious

for communicating this; not only to make

more discern in future of the heart of it, but

shall have to be more careful myself.


I have expressed your former

more 12 months about shipments are to be adopted. My reason for sending along

Saunders Point is obvious — an open ship

that mail will give you timely a week to

execute it. And by the oncoming mail you

have six weeks before you. You have rarely

shipped anything asked for by a homeland

shipped by shippers.

25. Sa. 11. I will do my best

with the Cordova after your explanations.

Swash-confines do not see much com-

plain of in the ages of the crew, so far as

looking carpenter's accounts, the carpenter

and cook not being working hands.
passing privileges for Sir Gosse, and do
what I can to make his visit agreeable.
Though Stanley at the end of May is as
unagreeable a place as anyone can imagine.

27.  Par. 17.  The last news came
from Montevideo in 1879.  At present, as
advised some lines ago, I am waiting to
see the result of the submarine crossings
before pursuing any more.  The landing
account has been sent, but their outcome
is to await from Mr. Oakes, which shall
be sent next mail.

28.  Par. 18.  Unfortunately, William
for which I waited the instantaneous
submarine was unmanageable as for news
bought of Thomas Thynne, September 1874.  It
is singular that I was remarking only a
few days ago that as plenty of
employment now to the land return passage
need not be guaranteed.

29.  Par. 19.  What commission
is to be shared with Norden?  Is it 1/4
of 1/2%, or is there any other commission
changeable on ship's business?  I have
always supposed the 1/4% to relate to
supply of money alone.  Would they
wish 1/2% commission on a following tone?
20. [Text not legible.]

21. [Text not legible.]

22. [Text not legible.]

23. [Text not legible.]

24. [Text not legible.]

25. [Text not legible.]

26. [Text not legible.]

27. [Text not legible.]

28. [Text not legible.]

29. [Text not legible.]

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