28th Feb[ruary]. 1814.

Sir,

I have to acknowledge receipt of your dispatch No. 530 for 20th Novem[ber]. 1813.

2. The American warned me that the French would be sure to attempt hostilities through the Potomac, and, in the event of pursuing them, would probably attack Washington as the seat of the Government. It is true that they have proved themselves to be such a people; but it is not likely they would resort to such a desperate and violent attack unless the circumstances of the case seemed to render it necessary. If they had done so, it would have been a very good thing for us, for then we should have been enabled to return to the city of Washington as quickly as possible.

I am, Sir, yours truly,

[Signature]

Secretary.
faced an Ordinance to compel
all vesselsailing here for any
port to receive mails at 10 p.m.
For several reasons, which I believe
will be satisfactory to the Directors,
I have decided not to send the Black Hawk
up according to the programme. (1)
(1) All I mean is to bring the mail
of 30th Jan. (2) You are sending
no cargo by that steamer. (3) I cannot
not forward the stock return, or (4)
the Sou of Peace bill, or (5) the
Stock of Peace Bill of lading.
(6) Mr. Dean; Ready is supposed
to be going to Montevideo in a few
weeks, when all these documents will
be ready. (7) I object to carry a
mail for about 10%, and (8) I believe
the more the government and general
public are inconvenient, the sooner
proper arrangements will be made.
Have therefore loaded the Black Hawk
with a cargo for Buenos and South
Africa, and she is now ready to sail.
Captain Dixon had been previously examin'd at Government office as to his declaration; but as I have only told him my intentions as far as his present cargo is concerned, nothing further can get out of him. If the freight brings near that the vessel is to lay up again, I intend to despatch her from some place round the Islands just a Port. Objection does, for instance, which the Governor has fully declared, that he cannot grant a PortLicence for, not being a port of tattooing, with orders to return to Port Clarence or some other place, from which he can report himself. In this way I think shall evade the letter, if not the spirit of the ordinance, and to prevent the vessel from fine, and I shall feel no confirnma-
tion, seeing that the Ordinance is specially directed against the C., for the purpose of making them accept the Government terms. Under what I have the latter a right to pass such an Ordinance.
4. Some years. These looked into the papers on the subject of the
Pacific steamer, and came of opinion that they will gain nothing by putting
the duties on in freight; it is really of no consequence to the passengers what
their goods in five months or five years going home, and if they can get it
carried for 3/4 full from the coast.
They will never think of giving
a steamer for measurement. The only
way to get their goods is to offer to carry
it at a rate a little more that of a
tailing vessel. That some might with
March 21st, 1844, Sir, the Steamer, who was a passenger in the
Monteagle, and knew of opinion that
a rate of 40, 00 5/1 would pay, which
seems reasonable, to me, seeing the
very low rates that steamers had,
though competition, to accept in
March 3d. I have some little doubt
that Dean and the others could together
quarantine coming enough goods to
yield more than the present asked.
6. Sec. 6. Shall be obliged if you will continue the payments on my account, as usual?

7. Sec. 6. Happens that all the expenses on the Black Watch were charged, but the policy being for a year, and not for the voyage, should not the total cost of damages in the year be claimed for? She has been

8. Sec. 6. In cases of information, this necessary
to be on the spot to witness with good authority. The common

9. Sec. 6. The duty of which is generally

given to the document. Capt. Dixon has

10. Sec. 6. I saw that I didn't think the work will suit him, and I

11. Sec. 6. I will ask to be relieved. I think he is too, would object to waiting,

12. Sec. 6. I should equally object to him for he is ungracious, unenlightened,

and unfriended.
But I must send from Demna a statement of tobacco on hand and requirements.

9. Camp. I think it not unlikely that all the ship's passengers will ship direct from their stations as soon as they have wind enough, or they dare to take chances. Freight into Stanley beside other expenses showed that he did in the case I could send the Company's produce and Camp store with the ship and Government only and so could dispense with the Black Board altogether.

In 10. It is usual for a little truth with a good deal of falsehood, I will take them in their order. In perfect truth that butter is presently landed and on several occasions killed and sold by him, but he has omitted to say that it was at a time of year when the beef from the Company's stock was unavailable due to poverty, and that for killing and selling the Company received half the proceeds. He monthly sales
at the time were rather over the enquiry, and far from my settling the point against the Company's interest. I did not get in enough to please Alley at the time; he wanted me to send especially for it, but bought it when a colleague happened to be passing the island. I believe he liked to pay for my business, the first they provided themselves, the second they unfortunately for themselves embarked to him, and have several times complained that for its size it was a singularly light animal. 2nd. Alley was reported there for striking a ignorant billiecock in the eye and of course told the latter that Lord had allowed a thing to be done without action justifying dismissal, and it is not true that the place was promised until previous to Alley's arrival. 3rd. I never asked Alley for his receipt: the 26th Oct. I sent home a pot of meat, on the 6th you said such things on an extended point did not often pay on 22 Dec. in 1820 - 4 you asked for urban in formation which light from Alley
and sent you in 31st-18. You knew in Oct 3 and the Board did not
wish to think of that until. And the matter dropped. I have no recollection of the
remark about wanting 100000 marks
but concluded it was of nothing else for
their hide. He was dismissed
for service for drunkenness after
repeated warnings, and an examination
of his book showed that he had been
unappropriating money at the rate of
of 45 or 50 a day. He was prosecuted, and
after a fair and patient trial convicted.
He was dismissed on the 1st
of June 1878, and having received wages
up to the 31st May he may be entitled
to ten days' pay; but on the other hand
the Or have a right to stop it for
mentally due to their house after
his dismissal, the house having been
left to his wife at the nominal rate
of 45 per month. Mr Banger says
that he did not promise board for
Alling a late notice of him
11. P. 18. A. Scobie Campbell
left her a hundred. He was my proper
intended with an order for his money.
12. [Presumably a page number, but not legible.]

As before explained, there was no damage in the vessel. She was three weeks going to Darwin through her inability to beat out of Port-Phillip. The Company has nothing to do with that.

13. The vessel is loading at Darwin, and she will be ready to sail in ten days' time, unless prevented by bad weather.

14. I am going to Darwin in the 'Black Hawk.' and hope to be there before this, but it has been blowing hard from the S.W. for some days. I shall land a reporter there, and I will be there as soon as I have been round.

15. The bill of lading is enclosed, and will be probably taken up by Messrs. Woodwards. It is arranged that it is to be paid in London.

Yours sincerely,

[Signatures]

Franklin.

Changpoy.

[Handwritten notes at the bottom]
View of Mayurviken 5th March 1800

To the King inCouncil and Officers of Hydrography

X. M. Nason, wife & 4 children
William Simpson, chapel
J. Gordon, a labourer who has worked
some years for the Company, and pupil
for his provisions. Should Simpson
wish to return there is no objection to
his engagement at usual wages.

Yours etc.,

[Signature]

Manager

Customer

Wood, meat

Remarks on cargo

Bill of lading

Manifest

Acceptance

10 boxes, 1 cask

[Signature]

[Signature]

Stanley House of Stornaway

N. A.

Northeasterly 20

Consumption store on hand

Balance of Campbell's

Statement as of

Ordinance No., 1800

New dock regulations
March 20.

The St. John's was removed to the north of the town.

The merchant vessel was the "Campbell" and was the subject of much speculation and comment. The crew reported that they were treated fairly and were paid in full. The vessel was sold at auction and the proceeds were used to support the local community. The vessel was later renamed and sailed under a new flag.

Sincerely,
[Signature]

[Location]
8. 33. 44. 84. 74. 64. 54. 44. 34.

8. Can 14. Shap to arrive
in Greenwell's Island appear shortly
with Mr. A. Balston.

with Doolan's smoking pipes, but con-
cluded they were samples. The
samples of wood have not yet come to
hand. Mr. Balston would like to have them.

5. Can 8. Sweepest is
obtainable in December, and is very
handsome today.

6. The 9. Shaves nothing
of A. Szepond's, but until some
improving seems, shall be in at Constantine.

8. It was not promised to be done for
the winter, but certainly ought to have
gone in the Visor. It will now be
put on board the Visor.

7. Can 11. The house
expenses have certainly run up very
high. The building has been charged
with the cost of excavating many tons
of sand for foundations and for the
back yard, necessitated by the slope.

The lay in ball our for making up
the ground in front forming an
front.
by the old house, putting up boundary
wall, fencing, &c., all of which is outside
the building proper. The account has
already been closed and there was reason
among that the house will be as expensive
with company for many years to come. I
propose to say that a very heavy strain of
rain last week caused a drain behind the
house to collapse, flooding the back-yard
beneath a part of a post, the water finding
its way into the cellar. This will be
necessary to send out four large gutters
to carry off a large body of
water, the present ones being quite inadequate
for that purpose. The government are clearing
their drain, but it may, of course, get
obstructed again.

8. 126. Oat, 3,000 bushels;
Yeast, 100 bushels; 1
Shaker Field, 96 bales
from North, 743 from South,B
24 bales by schooner. The remainder was shipped
in Henry & Danos. The Shaker Field
and Shaker Shipments were practically no
rich. Oatmeal flour not being
the
open to. Not having got the Danos,
Brandt, saw of the same opinion as
discharged at Stanley, or landed in the side, but,previous landing, shipping the ship to her lower masts, perhaps unmooring her.

9. P4. 13. The Director cannot have had explained letters or properly understood my sailing without the Britannia, they, or they would not, have allowed such an inference to be drawn as that the circumstance and a doubt upon the bonan side of Stanley were. The Britannia arrived in MonteVIDEO 11th Nov. she
arrived on the 16th, the Britannia had 10 days quarantine and the Carley from her was lying in lighter with other goods for MonteVIDEO, having on the 16th day, quarantine still unexpired. These terms thence came one home to wait for the cargo, rendering the Carley liable to the Government for 10 days detention of the sails at 20 days day as per contract, to wait for a calm day, a ready and clean to be loaded into the lighter out of sight of MonteVIDEO, there to receive the goods or each of them as they could pick out from among the rest in the lighter, &c, he sailed without the cargo. Any previous word required for stocktaking, and was already late, can satisfice that the
Nelson will agree with me that about the right course although the loss was
recognised by the want of the goods. I shall be glad to know what their opinion
is. As to the dispatch on the 29th
annuary I am more concerned.
Remembering in time during the whole of
my residence here when I have found
so much difficulty in deciding the
right course to pursue in the interests,
or in the question of the Black Hawk band
the mails. As already explained in
my despatch for that of Peace had I
sent he says the word only have put
the mail that the opium has brought
together as far as the outward mail was
concerned it was clearly unnecessary to
despatch this. And to this the fact but
could not have sent at the time the
Blackhawk and other accounts the
Sta. of Peace's bill, the Malden bill
or any of the Verey Bills of having
all of which Ewes has ready, that
should have had in addition, having
the mail for nothing, and as the
crowning fact of all that you distinctly
told me that no cargo would be shipped
by the mail, and the Director will not
have any difficulty in seeing me.
after the most anxious consideration, decided that this was permissibly one of those cases contemplated in my agreement, in which it became my duty to act contrary to my instructions. Shaw had a very useful trip out of the Black Hawk in delivering dipping materials to the several stations and carrying wool into Stanley, and the controversy that has occurred on having cargo landed in Manhattan is manifestly due wholly and solely to the reversal of the Board's decision last made a contingency that appeared to me the least thing likely to happen. If the Director think I was wrong, they will at least see that I had good reason for doubt as to his best course to take. I now send the Black Hawk for this cargo, and shall have her filled up with flour, so that it will not be necessary to send again for a considerable time.

10. Mr. McKee came down in the Gannet, and to that purpose Mr. Farr would have come; but, again you have misled me, for, expecting him by this mail, I speeded, allowed Mr. McKee to go before his time in the Vesuvius, and Darwin is left without a Blanche.
10. Can. 17. My Telegram to
Clayton was sent to you by mistake.

pride that 2 miles more fencing have
been sent for liasons, although I have said
more than once that I do not approve of
any more expense of the kind今后
and the Directors distinct orders home
force. We must stop capital expenditure
for the present. So can I be responsible
for expenditure, and am doing my utmost
to every way to reduce it, it is unfair
to us to execute orders for such things
without reference to me, unless my
responsibility in the matter is known.

Taking the cost of posts and labour
into consideration it is no light matter
to send up 2 miles of fencing, and in
the case of this lot, which Mr. Clayton
was asked for for Water bank, there
is no absolute necessity warranting
the expenditure, although it would no
doubt be highly convenient. By the
4 miles sent sometime since, we have
still 12 miles on hand, which would
have supplied all the fencing there in
any need for for some time to come.
While on the subject of supplying stores
without orders, it has to a very small
matter, you should really not send things through the post unless the order came through the Stanley office. There is a watch this line for Charles, a man. I may not see for years, and I don't know how to get the money from him. If Dick, Tom, and Harry joint the hander office in a general agency in the supply of all sorts of personal wants from dahmish to smoking caps, you will have more orders than you can attend to. It is more profitable well than to return empty the bing of heron.

13. I have protested before against important occurrences being sent in a box instead of by post: you save a few shillings by such cheapsparing, but you cause unnecessary trouble and loss of time, which is money. More times than I can remember the occurrences have been delayed in Antwerp for weeks, and those belonging to the deepest underwrite have not with the same fate. A contemplation of bowing savings with the most important matters of wise prizing and unnecessary machinery is liberally supplied, wise misgivings in my mind as whether London office Economics do not occasionally run in a wrong direction.
14. When report and information are sent on our need it would be instructive if the names of the bales could be given, so that we could distinguish the

15. When the Falcon was at

Young queen McClellan made a contract

with Martin for the use of the steam

launch, for $20, in towing boats back

wards and forwards. It seems she was

very urgent, but as this service had

already been bargained for at the price

of bringing her out (see your letter 9/3/46)

considered it an unjustified attempt to

ignore the company's kindness and declined
to pay the same. Martin denies having

made any promises as to her use, excepting

for pleasure trips and sale of taking

proceedings against McClellan. Perhaps

you had better write him through this

office upon explanation of the terms upon

which they were conveyed free.

To Captain Smith has done

very well with the bees, having showed

"72" hives (above 85) below the post

when taken less ballast, and had the
assistance of to theKentucky in place
of stones, until the cary is in a very creditable
and Capt. Smith proved himself well
between the two and London, but, as
mentioned in a letter, did not
further being, unfortunately, a gossip with
somewhat hasty notions about the truth;
he has managed by running backwards
and forwards to eat more people by the two
than could have been expected in so short
a time. I have given him the usual lea
ging.

9. Which is a round
 peg in a round hole, and believe if
which Kingston had been searched a more
suitable man could not have been found.
He is popular throughout the town, and
never meddles or troubles himself about the
Company's affairs, or other persons are apt
to do. Should like to do something
more make his home more comfortable; the
Director will be able to see by the plans
in your possession how very small it is,
particularly when it is considered that one
sitting room is cut off for a kitchen.
The house was never meant for a family,
and it has occurred to me that you might
get designed and built by Bagnois an
addition of the same size as the original
building, which could be framed and
put by Yours probably at lower cost
than I should venture in putting up
on an order from you would like to do;
Camp, carpentering in both rough and slow.
There in a lean to kitchen which cannot
have to be pulled down, and the addition
should be framed to contain a kitchen
and back kitchen place, and at least
two bedrooms above. Then proceed
regarding the matter to the Directors to
having it upon myself to build, although
it is easy to see that the house is quite
too small at present.

10. I have lately been to
Darwin, and find matters in a sickly
factory state. The sheep in the North
Cape may be said to be absolutely clean,
having a few sheep on a neighbour:
boundary, and their condition reflects
the greatest credit on G. Patterson, who
is practically the manager of the outside
Camp. It appears to me as if, that
there has been more talk, but it could
hardly have been helped last year, by
delay of the settlement coming at a
time when the water particularly needed
dressing, and the tobacco kindly let by Mr. Dean proving worthless. Still there is a total of 1200 bales, the largest quantity ever shipped in a single season. I was going to reach New York, where the news of the proposal arrived, so having to come in I went by Black Hawk away.

Postponed my visit for a week or two. It appears to me that he guard against a short supply of materials we ought to have a stock a full season ahead, and leave no room of requirement. I waited to see the bale issue start, and hope they will go on without a hitch. The new cooper says he was promised in time, a passage home, and 1/6 of his advance as compensation for half pay out; I am afraid he is likely to be discontented. In theory distinct ability, who capable he is, is always raising difficulties, and will put me in a hole some day. A good number of men have been engaged this year for the shearing and tallow boiling, and will be discharged when the work is over; if this arrangement can be kept up it will not be necessary to increase the permanent staff. I am insisting on all sides on the necessity of economy, and my interceptions are having a good effect on all but Martin, who is incapable of anything of the kind.
You have probably heard from acquaintances that the war is living there with Jardine. All the
people promised to write about the
matter. Jardine's address is Calle Ayng
iada 97. Fernando Allende. Capt.
Dawn may be thought a very unfortunate
man, but seeing that he had been
on the same terms as Jardine is now
during the life of his late husband,
A. Vance, and that he married with
his eyes open one of the most notorious
characters in the Colony, much sympathy
is not felt here.

It is stated here that
the Fugitives would get no footing
here, if they start prohibitory rates.
Mr. Vance having mentioned 30/6
40/1. Considered a similar, copy
except, to which received favourable
reception. Estimates that Lewis
raises about 2,000 hens, and if so
then, whom am taking passage,
will only join in. am satisfied
that we could raise enough eggs.
They can get 1000 from the govern-
mant, and should see about it
quickly, as the Germans will unload.
21. Capt. Dixon will of course be instructed to follow your orders in Hunter's-side, and report taking a mail down. Neither Lord nor any gang relations have received news of our friends since the December mail, and cannot say I thought you would have written sooner to offer to receive letters under the Company's envelope, or at least advise them to write to the care of Mr. Humphrey, the Company's broker; nor to be punished for the sins of the government, it seems, and shall not, under the circumstances, feel deeply aggrieved if the Council force Capt. Dixon to receive no mail.

22. To get the Black-Hawk for towing, it will be necessary to take a large portion of his cabin into the hold; this should be done as soon as it is certain there is not going to run the mail, and will be carried out by others cheaper than by sending her to London. Either this must be done, or she must be sent home and sold. The position her working being almost nil should not advise the contract being taken up on the terms we have already offered, or for less than £200 a year. Even if the post should be disposed to come to
29. I should like to know the feeling of the Board as to Capt. Campbell, who, notwithstanding faults, has given us more satisfaction than any other Captain. How should we stand with the Underwriters if we employed him again? I would willingly put him in charge of either the Black Hawk or Fairy for towing.

Mr. Charles of Steam

Endorsement on separate sheet.
Enclosures

Dept. N° 2, 4, 7, 3.

- Statement on acct
- Remarks on Vics's Cargo
- Block of Stores

Stanley Journal Dec Jan 8 Feb

- Book & Vouchers Jan 8 Feb

Ledger Balances 31 Dec

Wages of Vics for May

Shearing acct

Sambling

- Invoice No. 556 for £1,635. 12. 9
- 556
- 1294. 0. 7
- 557
- 360. 10. 0

Order for Loan Money Plate

Stanley wages 31 Dec

Receipts for Tank & Salvage

3- 25q Exchange

Additions to Buildings

1. Plan

3 Leases of Waldorf, for his brother Vics's acct

Cott. to Farmers rev. Pacific Store

Portale West next year

Estimate of Linens Cargo & ship materials

Statement on acct

Vics's Manifest

Statement on acct

Shipping Report

Delivered to Home 71
Sir,

I have to suggest that you should at once terminate any arrangement to do through freight with the Royal Mail Co., if you have not already done so. On this subject I beg you to enclose a copy of letter to Withnagram.

2. A large of Cape Horn fur seal skins having come in, I shall be glad if you will send me word at their prices, also of hair skins and all. I am told that furs are now worth 36s. 4d.

3. You will observe that I have ordered a stock of produce for some months, so that it will be unnecessary to send up the Black Hawk again to MonteVIDEO for a considerable time.

4. I omitted to mention that the 'Times of May' sailed from Devon in the 1st just, having been detained some days by contrary winds.

Yours truly,

[Signature]
6. I have just had a talk with Capt. Driscoll and find that he does not care for winter. I have therefore agreed to cancel his engagement shortly after his return from Monte Video, and get Capt. Campbell to sail the schooner for the present. It appears doubtful whether the agreement you made with Buchanan will not be cancelled by the article which the engagement sign.

Sam. Wi.

Enclosures

Copy letter to Humphreys, 17th.
August 171. 1. 6
Bill to statement at previous notice.
Sunday letter
Sir,

In continuation of my despatch for Blake Island which sailed last Friday, I have now at the request of M. Blake to ask you to issue 28 30-ton ships with goods from Hallow-Down to London via Port-Howard for Britannia, and 680 to go to the United States and this by the same conveyance. The letter being the latter having been shipped by the firm for several years. I also enclose copy of letter on the subject of the Pacific Steamers.

2. In the Times of 21st May I was interested to read a letter, evidently one in a chain of which I have not seen the rest, stating that the Orient had determined to let the right of the 20th to put letters on board their steamers at P. & R. If this right cannot be maintained at all, can the power of this Government be put to the use of postal Ordinance by parties.:

Yours,

[Signature]

Secretary, London
And if not, cannot the A. present a claim for the conveyance of the mail per Black Hawk, the postage for which amounted to $1.5. 47. Should I have received this undertaking?

If Government can pass such an ordinance, why cannot they perpetrate another, compelling me to receive every day at 4. of the time, a passenger or 41. a head? Where can such sort of thing stop? I am very anxious to get answers to these questions. The ordinance in question through an oversight was not sent by the Black Hawk, but in now encloses.

I am, Sir,

[Signature]

Enclosures:

Dpt. 284. 5.
Ordinance 13. 1183.
4 Bills of landing 17.
3 rd. Cts. 55. 6.
Copy of all Instructions.
Statement on op.
Letter

Sir,

Mr. Cobb being in the Camp, I take this opportunity to forward duplicate No. 406.

2. I am instructed to request you to send for next season 10,000 yards Wool bagging, if you dispatch this year in time to arrive by 1st Oct. next. The whole might be done by her; if not, at least 3,000 yards should be sent to arrive by above date.

3. If Mr. Walls leaves the Colony this chance, I have therefore given him an order for the balance due him, which will be confirmed by Mr. Cobb first opportunity.

Yours etc.

F. Coleman Esq.

Secretary

London.

Enclosed

No. 406 Indent
Ordinance No. 1890 Statement on acct.
1488

Harcor.

via Sandy Point

21st April, 80

This vessel has suddenly arrived with the mail; it is not landed yet, nor do I know if the Germans have the mail contract; but as there she is to leave in an hour, please character with a few lines in anticipation.

2. In a letter despatched separately among your letters about Captain Campbell's contract with the Spanish Hounds, the first mentioned were correct.

3. I went to the Camp in the early Gauda, as far as Manhasset; Thence by Hoan to Amqui, Thence by Amqui to North Am and other places. The sheep outside Lagouen continues in first rate condition, and lead seems to be completely mastered. I wish I could say the same of the Lagouen sheep; therefore, however, the state of affairs is far from satisfactory. Since the present time, two frights of natives, upon which we have hitherto depended...
for bringing up the average of the
bellow, North, and new Creek.
Instead of averaging over both you
head have not brought up the... and
they show signs of having been very
excessively salted. This indeed
indicates the owners do not deny
but attribute the state of the sheep
to the delay of the packet. It will only
be fair, therefore, to see what they can
do with an abundance of dipping ma-
terial at hand. The weight of bellow
is reduced by the inferior condition
of the sheep, through frequent handling
and dipping, and also by the presence
among them of a muster of old ewes
which the owners, sent to Greenbank
brought out of the way, till after all
allowance, the falling off is very serious.

4. I am informed that two
of the ships of Mr. Dougall's firm, which
should have weighed 200 tole each,
respectively, 160 tole, and that the weight
of each ship is always short. This was
materially less to eat. The effect of the
ship and often half empty. The cooks
having been taken away, it will be better
in future to have the costs better
secured, or to ship in barrels.

5. Shears have not been mentioned
in any late order; 15 degree pairs should be
here before November. It has been pointed
out to me that today's shears have been
very bad, of late, so that the handle end
does not fit over the blade when they need to
be kept apart. After using a short time they
flatten against one another and the points are
laid, and against my description it is not very clear,
but you will see what I mean if you
handle a pair.

6. The stocks for baking appear
the rather too short so that too much of
the iron has to be cut away; the calipers were
shears at Fowser's which would probably be better.

7. I have just seen Mr. Giblet
who says Dr. Hareon has come in. I have
had a look at the place, and only brought the
ship with the found in Montreal River; no
contract has been made at home, or it
seems likely to be, as the Captain thinks there
would not be too much time lost. If of
course an individual opinion. His
unfortunate that she has been detained
a day by a heavy gale we had on the 19th,
as the first voyage would have more influence than anything in determining the Directors of the Steam Company. However, they found war necessitated a least book for the Pacific. They had promised Holme's and Fleshin's wool for next year, probably 200,000, and Fleshin's, if terms on my circular. This year it is understood that we have no data, averaging 40 or for the Britishers, their progress is gratifying and improving. H. Watson said, before leaving that he might ship all the wool by steam next year if the Pacific season be right. So far as I have heard to the year he cannot but have made steamer's a steam launch will be a necessity for communicating with them in all seasons, and they will probably anchor in Pennsylvania to this purpose a portion of the journey. But the steam might be applied at any time and should it be decided before the necessity at any time I should say the boat should be 40 to 45 feet long, and should be let out in pieces to be put together here, as one of the right deep could not be carried on the deck of one of our sailing vessels.
8. The mail has just been delivered, and replies are to be posted in an hour. Have nothing of your last letter of 26th Feb. through Mr. Humphreys stating that you had sent a despatch by Holmes, but not enclosing duplicate, which is singular, the letter acknowledged needs no reply, nor is it necessary to remark on the reports about the mails in Montevideo, which appear to have delayed the Black Hawk more than a week, as you will have all particular correspondence, and will be able to investigate the Consul's difficulties.

Your letter on a week comes here. By copy of Mr. Humphreys' letter of 27th March I learn that he is forbidden to send letters except those addressed to the Company and referring to their business, from which liquids that private letters from my friends must be excluded. Why my letter should be stopped in this way is inexplicable to me, and I cannot believe that it is with the approval of the Director, from whom
I have always received very kindness. My sufferings shows that you have observed
him to write to the care of the Council, while at the same time you know that
letters from the Council would not be
received on board the Blackhawk. Had
you told him to write under cover to
Mr. Humprey, the company would have
been apprised, and the company would
not have suffered.

Yours faithfully,

[Signature]

Manager

Closures:


g. Specification of family boat and
l. Cash needed for freight
2. Copy cash bill attached
3. Order for drugs

STANLEY, MANCHESTER, BRITISH INDIA.

1260 / 360.00 = 50.00

STANLEY, MANCHESTER,

30th April 59.

Agent

STANLEY, MANCHESTER,

30th April 59.

Agent
<table>
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<td>100 Bushels of Oats</td>
<td>6.15.0</td>
</tr>
<tr>
<td>1679/80</td>
<td>15 cwt. Whiskey</td>
<td>15.0.0</td>
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<tr>
<td>1679/80</td>
<td>12 cwt. Whiskey</td>
<td>12.0.0</td>
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<tr>
<td></td>
<td></td>
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</table>

Separate bookkeeping entries for:  
- April 19: Sold by  
- April 20: Received
Allen Gardiner
Sandy Point
29th April, 90.

Sir,

I have a barely despised by Capt. Ramos, (just despond as I was informed on the 21st inst., and have now transport the arrival of the Black Hawk on the 26th without any despatch from you.

2. In your letter of 2d July received from Ramos you will see in the beginning that the Black Hawk’s April 1st has been stopped by telegraph, but towards the last week of the same on the next arranged voyage. The latter intention to sail her will be forwarded by des

The above suggests that in future, until the mail is sorted, you should send as many duplicates as possible. The same voyage shall be carried out, as directed, without fail. The governors has arranged with the Captain of the Ramos, that she is to call here on the 16th June on her homeward voyage, there will probably be

J. Gardiner
Secretary.
London.
my next chance of writing, and he
mail by his should be delivered in
England about the 20th July. Since
taking the measurment back to
Humphrey's, forwarded any letters for
a to the Vice-Admiral at Sandy Hook
muscle the Rammers about the 10 or
12th of June. Should the weather
they can than be returned to Monto
Veio for the Blackthorn.

3. I have no word on
town there taken to Monto
Veio, which have realized well for
tach. (Exclusive of freight), they were
long worked skins, and were bought
for Autun. And from the Humphreys,
report it appear that a better price
had could be realized, for them sold them
in England, and we might do well to
ship a quantity there, and even buy
the Autun's market for the wetted ones.

4. Finding that Capt
Stanhope had not required sufficient
assistance in himself to enable him to
hold his own with the uncle, a part
that he showed from the beginning, Stan-
hope the story one to the other son of
Reynard, and sent by Jervin in the
latter. Stanhope has shipped on each of
the Dami Remants.
6. Ours oatmeal experiment has proved an unhappy failure; however, the only victim at present finds himself weighted with more than 5 cwt. of oatmeal of which he has not consumed a pound, doesn't know what to do with it, goes by the name of Colonel among his fellow shepherds, and would be only too glad to be rid of his bargain. The fact is that Scotchmen eat oatmeal because they cannot afford meat, and here they can very well for it.

6. I forgot to report that some of the snow's hang was spilt by the crew; it was discovered early, and I believe was personally the chief sufferer, having only received 249 bags out of 250. Whiskey, Capt. Smith hopes to get at the bottom of the affair on the voyage home.

7. The scavenger buyer Salem is loading for Mr. Dean.

8. Shan recount the many due Capt. Lane, about which he was in his favour of attorney.

9. Upon looking into the three Dairies affairs Shan told Matthew Dairies that I think his failure should pay the Company £250 in cash; the description of the wool was ready for
Shipment will leave a balance in hand.

I saw a good deal consumed at the expense of the settlement at Darien, where the annual cost of cutting wood for all the families is a serious item. The inhabitants are no politicians. The Spaniard, the Spaniard, the carpenter, the mason, and his married labourers, then inhabit in houses all-resembling a quantity of firing, beside which there are the Spanish and the general black houses for single men. Wellay Patterson thinks we might make a survey of the married labourers and engage in their places single men, who are necessarily moved about from place to place, and can be discharged when the smaller work is over. Shall discharge our carpenter, and could manage to keep the building in repair by having a single man out day from September to April. I must not say that the fact and want concerned by all these families is a heavy charge on the settlement, but it would be taken any step without consulting the Director. She
school in keeplings almost entirely for the
management children, and I have no doubt that
the depopulation of Damascus and the aboli-
tion of single for married labour would
as a matter of cumbment, be looked upon
as a retrograde step by some persons
when pockets are not affected by the
present system. If a boarding home for
orphans children could be established at
a reformatory head that would enable the
shepherds breed their children in, the
shepherdess would be more practically
useful than he is at present.

11. The work at Dordogne is
progressing satisfactorily, except that the
condition of the sheeps is not up to the
mark. I regret to say, however, that the
portion of the sheep not carried away by
the tides is one with certain points in
honesty offensive, as I have to fear
that the health of people living there may
be seriously prejudiced. This a quality
that the sheep cannot be consumed, as in
the Plata, the soil is becoming quite
tomy year. The soil in really too small
for the work, there is not cooling room
enough to do the better justice, and I
quite recognize the the force of this sen-
tion that came. I think, from London
some time ago, that the sheep should be
hung up to cool before going into the
digester. At present there is no room
for this, the carcasses as soon as shrines
are quartered, passing hot, and thrown
into a heap close to the digester, and
before this is clear from the last boiling
and ready to receive them, the meat is
often putrid and stinking, decomposition
taking place in a few hours. The con-
tsequence is that the men who pass the
meat into the digester with the slightest
abrasion of the skin get poisoned wounds,
and are laid up for days; there was one
man disabled in this way when I last
heard. I am beginning to think that
we may have to face the possibility of
having to stop the works for a year
in order to put up a larger and more
permanent building on the Darwin side
of Zanzibar, when the tide is changing
and the water deeper. Zanzibar is high
and tells how this might be done without
much loss; but I should be sorry to
decided before I have seen the working of Mr. McDean's plan, which he states to bring from Panama, and from this working whether we may get any useful hint.

B. After the next visit of the Panama negociation will again be opened with the Panama line, and, sailing the Pacific Co. they may get the mail contract. I would have pity to have to depend upon small foreign steamers, from which passengers and mail would have to be transshipped at Hazen, or Anhawan, and these not, therefore, desired in my effort to get sufficient promises from these the Pacific Co. while to call. The difficulty will be with Mr. McDean, but remembering that he expects the Co. would get the agency and therefore the greatest advantage. I have suggested, subject to the confirmation of the Director, that we should divide the commission. I believe this would get over the difficulty, and the Director will see from the inward statistics, which I have obtained from Mr. McDean, that he is, and is still more likely to be, in the future a large shipper of wood than the Co., so that the arrangement would lead to our advantage.

So far these 935 bags will be shipped this year by fregats, who have been formerly
thought of the Company. The rates, therefore, are likely to leave in our favor, since they will be paid at the same rate as the ships. Some have increased in recent years. The Directors will be that ships paid at the same rate of passage be very considerable. For the year they were 2000 tons, which at 450 would equal $6750, the Pacific to only requiring 5000 guineas in 2000 tons at 450 guineas per ton, and it will be strong enough to carry out a moderate rate of passage. It seems they require the purchase of the late Deane's, about 400, or 450 at the outside, which may be a small one, and in any case 70/ can be at least. It will be seen that will pay the £ 2000, and it will be strong enough to carry out a moderate rate of passage. It seems they require the purchase of the late Deane's, about 400, or 450 at the outside, which may be a small one, and in any case 70/ can be at least. The Directors will pay the £ 2000, and it will be strong enough to carry out a moderate rate of passage. It seems they require the purchase of the late Deane's, about 400, or 450 at the outside, which may be a small one, and in any case 70/ can be at least.
Believe and think I suppose the lawsmen, even if it should turn out to be the case, shall not have arrived in London since the last one returned to.

Moreover, being his uncle, Alexander is now able to keep pace with the time he embarked on board the Ship until his arrival in London; this cannot be without concluding the business of no advantage that effect.

Mr. Thompson has purchased about 6000 more for shipping next in Maryland, and sent it for Blacktown.

To unite there in some way of sending newspapers regularly, it would be as well to discontinue forwarding the Times which now arrive too many months after date and is of no value. Have arranged the receipt on my own account.

If it appear that letter in the said notes they take of Pirotte an Act of 1792, let them then he sent to hand from the United Kingdoms, but can they be a person for he found in a recess beyond the County?

I think not, if deemed so by the new act in the 1st Session of the 1792, the Secretary for Maryland, can change or change without
a meal, the Captain having refused to bring our violent payment. Col. Small, however, did not present him.

Your obedient servant,

[Signature]

_3_.

_4_

I have just received four sheets of protocols from John King, containing a violent attack upon Col. Small. It contains nothing remarkable excepting the statement that Col. Small, object of his reproach, had cleaned the ship before he dismissed.

Cauterization

12th Dec. 1788

Copy as follows:

Capt. Gentry,

Copy from Capt. Small

Copy from Capt. Small

Copy from Capt. Small

Copy of same from Capt. Small

Report of same from Capt. Small

Shipping report

 המיוחד on Dec. 13, 1801

Copy of public notices on Col. Small.
a mail, the Captain having refused to bring one without payment. Mr. Gordon had, however, not presented.

Sir,

Your obedient servant,

Edgar Good
Manager

P.S. I have just received from
theeks of persons from John King, contain-
ing a violent attack on Mr. Patterson. It
contains nothing remarkable excepting the
statement that all the former object of
his displeasure, had cleared the shop
before he dismissed.

Customers.

Rep. drop 488
Comp. G:ain
Drop student
Statement on all sales
Copy report on Escanilla
Sunday 1st. March
Statement on ap.
Up of loan from
Student
Statement of proceeds ship 1 1/3 0 177/60
Net sales shipmate of March 180
Shipping report
Pty. Dean on Dean 5/6. 1 2
Copy of public notice of Remee
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</thead>
<tbody>
<tr>
<td>1801/9</td>
<td>20 Alk. Porter</td>
<td>1000 gals</td>
<td>13 10 0</td>
</tr>
<tr>
<td>1801/7</td>
<td>12 Raisins</td>
<td>216</td>
<td>2 11 0</td>
</tr>
<tr>
<td>1801/4</td>
<td>1 Alk. Port.</td>
<td>54</td>
<td>5 8 0</td>
</tr>
<tr>
<td>1801/3</td>
<td>1/1m Rum</td>
<td>100</td>
<td>60 0 0</td>
</tr>
<tr>
<td>1801/2</td>
<td>10 cts Whiskey</td>
<td>20</td>
<td>10 0 0</td>
</tr>
<tr>
<td>1801/1</td>
<td>16</td>
<td>32</td>
<td>16 0 0</td>
</tr>
<tr>
<td>1802/3</td>
<td>2. Gin</td>
<td>4</td>
<td>2 0 0</td>
</tr>
<tr>
<td>1802/13</td>
<td>1 P. wh. Porter.</td>
<td>50d</td>
<td>0 25 0</td>
</tr>
<tr>
<td>1802/13</td>
<td>13</td>
<td>191</td>
<td>1 6 0</td>
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</table>

**8th May 1801**

W. Cobb
Stanley
Agent

For Superintend.
Sir,

I have the honour to acknowledge receipt of your letter of the 17th May, in which you state, with regard to my application of 20th March 1879 for a renewal of the leases of sections 24 and 25, that His Excellency the Governor has decided to reserve those sections for public purposes, as it is in contemplation shortly to proclaim a township in the neighbourhood of Danvic Harbour.

His Excellency will recollect that shortly after my return from England I had the honour of having an interview with him on the subject of the purchase of land with orders held by the Company. There had been a lengthened correspondence on this matter, and the Company had
intimated to me that they wished to select certain blocks, which the Excellency on the part of the Government was unwilling to part with. During the interview in question, the Excellency stated that, as soon as the purchase was completed, an ordinance would be passed empowering him to grant renewals of leases held under the old proclamations, that it was in his power to proclaim a township near Darwin Harbour, and to raise a difficulty about the renewal of the expiring leases; but that he wished to do nothing of the sort if I would settle the matter by taking the land the Government wished me to buy. His Excellency must be aware that it was solely under the pressure thus brought to bear upon me that I agreed to accept his terms; in fact, my very words, which His Excellency cannot fail to remember, were that he held a sword over my head, and that I could do nothing but submit. Having thus, as I thought, in full reliance on
what His Excellency said, caused any possible difficulty about the laws of
the sections in question, I trust that
His Excellency will pardon me expressing
my surprise at hearing that, after the
lapse of a few weeks only, it has been
found necessary in the interest of the
public to do that which I was expressly
led to understand would not be done,
if the land purchase question could be
amicably settled.

I trust that His Excellency will
reconsider the matter before finally taking
a step, which, while it would prove of
very doubtful benefit to the public, would
only tend to injure the Company who
have been for many years good tenants
of the Government, and would place me
personally in a very false position with
regard to the land purchase question.

Requesting that you will communi-
cate the contents of this letter to His
Excellency the Governor,

I have the honor to be,

Your obedient servant,

[Signature]

Manager.
Tahiti Islands, 20th.
Haapai, 21st May, 1860.

Sir,

I have the honour to acknowledge receipt of your letter of the 20th inst., and take the opportunity afforded me of making a few remarks on the subject of our correspondence.

Regarding the pressure which I stated was brought to bear upon me, His Excellency's communication to me was, in effect, as follows:—"Complete the proposed arrangement, and I can pass an ordinance enabling me to grant renewals of leases, an ordinance of great importance to the Company, which cannot be brought forward until the question is settled. I cannot be settled now, excepting on the terms laid down by the Government. The leases of sections 24 and 25 fall in

J. W. Collins, Esq.,
Acting Governor, Secretary.
"on the 9th of March. I have no intention to immediately proclaim a township at Damien, but cannot say what I may have to do if my hand is forced." It was this that I looked upon as pressure, or something akin to it; and, as His Excellency utterly denies that it was so, I felt bound to say at once that it must have been, as suggested, a misconception on my part.

As to endeavouring to force the Government to sell land on their own 20 years' hand orders, His Excellency will admit that as soon as words made aware that I had no right to hand orders excepting for land that I had at that time a right to buy, I said no more about it.

I am aware that the arrangement alluded to was communicated to me, and met with my approval. Before I left for England, but it was hoped that the matter would be settled in London, and just as His Excellency
proposition was made subject to the
approval of the Secretary of State, so
my approval was subject to the confirmation
of my superiors.

I trust that any further

consequence on this subject may be
unnecessary; indeed I should not have
purposed to make any remark on the
misconception to which the Excellency
attends, had it not been for the
courtous intimation contained in the
last paragraph of your letter.
I have the honor to be,

Sir,

your obedient servant,

[Signature]

P.S. Since writing the foregoing
I have received your letter of this day, dated
the thirteenth of which goes still further to
confirm in my mind the correctness of
what I have already said. I perfectly
remember the allusion to the possibility of
the two sections to Darwin Harbour, as
To the undesirability of pointing still more strongly, in the public interest, of the creation of a township at Marengo, as such a proceeding would involve the local ordinance, present loss of local revenue, and the like, while the waste being increased. Before leaving the subject of the ordinance, I wish to express my hope that there will be some disposal of the matter by local selectmen at least one of the officers who is not the present one. While regarding that as an indication of the circumstances, I differ from that of Mr. Cassady, and wish to dispense with the whole thing. I should formally adhere to my opinion that the thing, if not the whole, the whole, I am strengthened in my conviction by the correspondence that I have sent for any that consideration has added to the impression of the selectmen expressed in the minutes. I would add that the matter would have arisen if I had not been present there, and if there was any indication that Mr. Cassady would take any step without reference to the selectmen's council, had I been present at that session, and feel that the course of action ad

[Signature]
Sir,

This steamer is expected in a few days, and I therefore write in anticipation to acknowledge receipt of your despatch, 553 for dozens of 20s. and 534 for 60, which on the 21st inst.

2. 553 - 4. Have informed that her Britannia has arrived at Port Howard.

3. Jan. 14. Have discharged all the coal & cumin into the 553, where it will remain for a year or so until the large stock arrives is cultivated.

I have reduced the price to 50f. per ton, hoping thereby to move it off more quickly. This is to hoped that the price will not again make a convenient offer Company as in the case of the 50f., in which the freight paid on goods that could have paid exceeded the total amount of the charter.

J. Coleman, Esq.

Secretary, London.
The first boat recommended by Capt. Burt is totally unnecessary; if you persist in taking the opinions of everybody as to our wants, you will establish a museum of sundries that will be more curious than profitable; the boat borrowed from those answers all purposes, and when I want another I will let you know. I am of opinion that chartering produce vessels on short runs is a mistake; you pay the freights to $1200, of which not more than $500 should be charged on the backward cargo, and even then you pay more than would be necessary if only the goods actually wanted had been sent, instead of trying to fill with coal. May be a comparison with the sum of $500 paid by Mr. Dear in Clarksdale for the larger Saline, including the freight down here of a large quantity of flour and sundries, and the possession of a ship ready ballasted for a good cargo, the latter being always a great consideration here. I hope that these will shortly relieve me of the necessity.
of getting up sailing vessels, which is an unprofitable business at best. As regards American oil, it would have been more timely, perhaps, if they had announced the reduction before supplying the quantity of vessels which is increased 90% by the cost of carrying them, which they now offer to supply prey.

4. Your account paid in Edinburgh, but only by chance, as the case containing the letter went to Sandy Point and back and happened to catch the letter before the ship left Montevideo.

5. 1st July - 3. Understand that the debt mentioned has at least been settled, and pay your receipt in Edinburgh.

6. 4th July. Doubtless Capt. Campbell has sent you full particulars of what his way in the Black Rock, to demand, what he knew about his vessel, which, as has been mentioned before, is a list of his officers, and in the same manner, which please claim for him.

I have much more to say later on about the matter, and will only remark in reference to your
But upon this Black Horse, from Montevideo, through it, and it was desirable to terminate his engagement at once, which I did on paying him $1,450 down, in compensation for loss of time, passage home, &c., which I believed was a favorable arrangement for the company, as I have been able to keep him profitably employed without a moment's delay, first under Capt. Roebuck, and then Hampton, on the arrival of the letter from Montevideo.

You had better transfer the insurance to the name of this letter.

6. Jan. A man was employed for a month—4 weeks at 30 a week, in polishing and repairing furniture. The dimensions being for the carpets, were exact, and, as I said, all required altering, more or less; there is, however, not much loss on this hand. Excepting the dressing room carpet, which I pointed out at the time must, from the quantity charged, be far too large, this was
required into, and she settled out demands that he had made a mistake, but upon her representations that the case would have become out of his own pocket, you said you need not press the matter, probably Mr. Dalg will remember the circumstances.

9. Par. 5. I have been pending, since my return, on these papers, in a large and expensive book to be worked down; some of these papers, particularly the hankering, being during my absence, appear to have been in excess of our wants. You are wrong, however, about draft for sea hire, for which the demand has of late been in excess of our estimates, and a further supply will be shortly required.

10. Par. 9. Stirling Brothers receive their account current made up with interest to 25th Dec., and a second copy, taking the balance of this one to start from, has been sent to Mr. Stirling with the Bill of lading, also made up with interest to date. I propose in future
To send Mr. Shirley a copy of the December account, with the items that have since appeared to be in debit. The amount there obtained is to be paid to you. This will save two interest accounts, made up at different dates.

11. Par. 11. Attention shall be paid to the instructions about home ward cargo.

12. Par. 12. Have spoken to Mr. Day about going to England; but find that he agrees with me that the present is a very critical time, and that his absence from the camp would be impolitic.

13. Par. 13. The passage money due the Falcon was to be paid in London.

14. Par. 14. Donald Mc Donald left here in May '73 in the Independence under Mr. Capt. Stokely, formerly the Grenier. Stayed the Americans, and Stokely that he jumped overboard between here and Orleans.

15. Par. 15. Have written an answer to your letter. Am for Telford's box, and shall send it forthwith.
No.  My arrangement with Mr. Mackay in the past years was to carry their produce into Stanley for £40, £45, and £50, this expired last year, and I have now made a fresh contract, by which I take out their stores to Spring Point and carry them over to London for the full £60. There is just a chance that the Black Watch which has gone for the wool may not carry it all, and, which case I may have to send the stores over for the remainder; but as the weight is estimated at £6000, there will be a good margin. According to the record, the Island share of this freight must be 1/3 or 1/3.

Having looked at the dealer's register of bales shipped, I am struck with the vast difference of results from the various kinds of wool. Wool of the same kind by measurement not weight, bales freighted in a Benger. They price should, if the system of payment for freight is continued, be charged at least 1/2 more than the others. Mr. Dienes' system of carrying wool at 7/ from all outports to London, taking 1/ for the duties,

and f) for the same freight. It is a pity, however, that some arrangement is not made to charge a percentage of a rate to moderate that the Blackamoors are not driven to labour for themselves, which will be the inevitable result of prohibiting sales.

18. The ground appears to be, that the Thames line will take the mails up at present unless confusion reigns supreme, and all who are going home this year appear. The taking the present opportunity, has it should be the last. The ground is sincere at the same time, by the Company, blames them for the present rate of things, and in this present frame of mind, is apparently ready to inflict on them, in return, all the injury that lies in his power. The question of the mail and the land are so mixed up, that I cannot refer to them separately. Some time ago I settled the long-predicament question, on terms, which although fully detailed in the enclosed correspondence
Swell, remarks are. Rarer slept for England, that the company in question
outright sections, & c., and, upon that being
refused, had applied for a portion of a
number of different petitions: this was
also considered objectionable, and the
Government then offered to all sections 7
& 8 after all, deducting a reserve at
Darwin, and another at Port Lairge.
The directors instructed me to carry out the
second proposition if possible, and I did
so to, but I found that although they
did not wish to lease land where involved, yet
practically I was not a free agent, for I
was told that unless accepted, the land
the Government wished to sell, it would be
necessary to proclaim a township near
Darwin, and that difficulties would arise
about the renewal of the leases of sections
25 and 26: falling in on the 9th March,
these two sections being the last of
the Company's new to renew. Now, proclaiming
a township raises the price of land in
the neighbourhood, and prevents the leasing
of paying land within five miles by
land of the township. Some thinking
building lots in the neighborhood open to
public competition, and other disadvantageous
neglects numerous lamentations. Lapping
as stated in the correspondence, that the
Governor distinctly promised to remove
all difficulties if we would agree to the
Government modification of my original
proposal, and established. Then, by the
way, is really an advantageous purchase;
but is just the present question. On the
21st April the James arrived with the
mail, bringing an account of the Company's
agents refusal to receive a mail on board
the Black Hawk without payment. On the
25th the Black Hawk arrived. On the 8th
May — please note the dates, for they
are important, — I met the Governor,
who Sherrard had been paying against
the Company ever since the mail arrived,
and walked with him for over an hour
and a half. The substance of our
conversation was so important that I
almost immediately made full notes of
it before I had time to forget anything,
and I sent a copy of the entry in my
diary. It was principally to the effect


that the conduct of the Company had been so atrocious that they were unfit to be tenants of the Government, and that the leases applied for could not be renewed for the present, that account. Nothing about the township, nothing about the public interests. Then on the 17th came a letter refusing to lease on the ground of the probable proclamation of a township; further correspondence followed, and although Fisk tried to instruct the Governor on real reasons you will observe that he does not hint at it, and that denies the accuracy of my statement to some extent. Now the key is an enormous factor, and people much of what he says, or of what it is inconvenient to remember, and I am absolutely confident that my statement contains nothing but the truth, supported, as I am, by a good memory for facts, by notes, and, inferentially, by the knowledge that I should not have submitted without having made sure of getting the leases renewed, a matter of greater importance even than that of the purchase. Taking the conversation of the 8th and the subsequent correspondence, one may one can help being the plain fact.
that the Governor refuses to renew these leaves through a pretty spirit of revenge, a course so mean, so desppicable, so unworthy of the dignity of the Government, that he is ashamed to agree to put it on paper. And yet this is the reason, if he was speaking the truth on the 1st of May, you may make whatever use you like of my reasons of that date, for I can never tell the truth of any word of it.

The Director spoke of having a friend at Court, not in the time to get his assistance to counteract the influence that the Governor will bring to bear on this question. I think the following in the Company's case. From 1870 to 1871, they paid the mail at a rate, not only unreasonable, but one that did not from beginning to end pay interest at 5% on the cost, they spent £3200 on the

in 1872, and £1800 more on improvements in 1877, they always expressed themselves satisfied to carry on if they could meet expenses, feeling the benefit themselves, as well as the colony in general of a regular mail service, and the way the
Mr. P. has been petitioned to bring sufficient proof that more attention has been paid to the interests of the public than to the matter of pounds, shillings, and pence. Without finding the prevarications serious, the at.

still determined to run for a restriction that caused the loss of many pounds a year could be removed. So, however, being refused, they had no alternative but to terminate the contract. To see shall be as good as the friend and protector of the public, accords and a recent misunderstanding my contradiction, that the aim of the Company is monopoly. I shall stay it and for my part I point to the fact that we have always carried cargo for the public when we have had room, we have of the quantity that two ships should be to carry, and further that we have expressed ourselves as willing to become goods for the public whenever we have room for the future. However that part of the controversy is over, and we come to the second. The Company says in effect, and defy the Government by refusing to carry goods, and say that when the
Company on power into sending you the letter they must have, their power must percutting and direct it if they decide to test the question whether the Government will or should not bear the proportion of the entire cost of the vessel by which, in company with the Company's letter, they are convicted. They are doing nothing whatever as much as the Orient did, according to the accompanying correspondence for the letter was presumed to make a profit on their freight, yet would not the Postmaster General look like a statesman in 1844 if he raised about the excursive and direct address of the Chartist and held them up "public disputation, insurrection, publicly, and privately to injure them by every means in his power, simply because they chose to test what they considered their rights? Say that the endeavors to injure the Co. interests as the farmers and landholders on account of this new proposal is a despicable proceeding that can never be countenanced by a respectable Government. The Government is led away by his feelings and has lost his balance. Until the Secretary of State will set him right again.
A strong and forcible argument in favour of the monopoly theory
that the Black-hawk has not received goods for
the public since the contract terminated. The
reason is that, although the injury the
Governor has done the public, for whom the
vessel has received goods, under the
contract they proposed to sign, nothing whatever
can be got down under present circumstances,
this is a growing accumulation of goods in
other rivers, and the Governor is actually
actively the supposed monopoly, he proposes
to fight against. We hope the Director
will look into this matter with more than
passing interest.

14. In connection with the
flogging paragraph. I have learnt that
the Governor has suddenly announced that
a gentleman by the name of Smith of
a certain locality, having Capt. Locke as acting-governor,
the latter has been a personal friend of
Smith for many years, and I believe it is as
a good an appointment for us as could be
made. Notwithstanding that he is a sheep
farmer and an opposition bulwark, which,
under circumstances that might arise, would
under his position a difficult one. The
Governor, of course, will have hard to fight
his own battle, and will, on the spot, have
an undoubted advantage.
20. Send a specification of the lots containing the grass weights and the tons, there are three lots, viz. the lots marked T.T.T., Shaw's, etc. limited to lots branded C and numbered from 1 upwards. In many cases it was necessary to unite instead of branding the grass, as the selectors were pointing out and branding took a lot of time; in every case the tons so branded. The weights of South Amwell are also sent, unfortunately I sent away the numbers of the lots taken by Mr. Niles, so you will have to pick these out.

21. Enclosed is sales account of the sheep at the winter dipping, showing the actual number living at present.

22. Enclosed is a copy of a letter received from John Thing to which I have already attached. It contains a strong attack on Patterson, directed not against his capabilities as a sheep manager, but against his personal character. I do not know that Patterson needs any defense, as he outside sheep numbering nearly 40,000, all clean, are strong witnesses in his favor. As he cannot be attacked on debt, his earning power is minimal, so some to back up claiming him and restore them clean.
August 30th, to say that the average of hogs for sheep this year does not quite reach 20.00, a serious falling off, attributable partly to overstocking, partly to the bad condition of the sheep caused by frequent dippings for scabs. The present is, as I have before said, a very critical time. The Company's stock in Longnor have not been clean this year, and I have talked seriously about their condition with. However, pointing out that, while the allowance should be made for the accident to the Trent, still that is not sufficient excuse in my mind for the bad condition of the flocks that have since had more than one thoroughly good dip, and that I must look further in the direction of the dip administered, which I shall be inclined to doubt the efficiency. I have just returned from Darwin, and can say that at present all flocks are reported clean, or indeed they should be a month after dipping; some insist the time for peak to clean, but I shall have a good round in the spring, when it will please me to see that coming out at all. I hope the spring the outside sheep remain clean and shows pigs are badly infected and peak the unmistakable condition will be that the previous
or Lawrie is not as effective as in the Northern stations, and some change must be made. You will see an allusion to the same need last year; it appears that they were put to the toss in Lawrie without being steeped, the reason being that the materials had not arrived; and Clay appears not to have known that they were pebbly, but as they proved to be, and I expect to spread the jibe.

In short, it appears that Patterson had saved sufficient stuff to dip his name, and sent them both over clean. This occurred, you will understand, while I was on the way home last year, so I am only speaking from hearsay, but I believe that I have been correctly informed. At Clay has now made the suggestion that Patterson should change places with Gardinning the Scotch, and over, and take the Lawrie passage in hand. I do not much doubt that the latter would benefit by the exchange, but recent events have caused me somewhat to doubt Gardinning's capabilities, and I shall await the result of his season's dipping before taking any decisive step.
The Dagoris wool weighed 331253 lbs., from 62765 sheep, the outside plastic have yielded 181073 lbs.
from 31797 sheep. The Dagoris average per head being 5.77 lb., against 5.30 from Darwin, or a loss of more than 4 lb. against Dagoris, that is to say nearly 10 per cent. of 440 lbs. each. Looking
back I find that in 1875 the two divisions were curiously equal, to 1/2 of a pound, the average being 4.86 lb.
precisely and not. Clean sheep would vary a few hundreds of a pound from year to year according to the proportion of rains and winds, and Darwin always takes 57.50 as the standard weight of clean
sheep. Dagoris and the outside camp having two years ago been equally clean. I find it difficult to accept
Nicolai's theory that wool of fusing is at the bottom of the mischiefs; if so, why has not the yield from Dagoris
been always below that of the southern stations, and the condition of the sheep been the same as now? There
was doubt that there was little to choose between their wool itself and

dagoris.
25. I am inclined to think that it would be profitable to abolish the cattle stations in Muscovy altogether, and fill the ground up with sheep. There is a large tract of country in the north west corner which would make very excellent sheep ground, but is now devoted to feeding several thousand head of cattle, that are not a paying property. There is wanted for the increase of sheep, and it needs like the mallee. The system of killing down by keeping another four years instead of killing them at three, they would certainly yield more wool, but at present they have to be killed off young in order to make room for the process. If necessary to keep cattle, it has been suggested that they might be sent to the district about Flinders which is suited to sheep.

26. Shear little kids highly spoken of; Mr. Warden owns it, and it is said to improve the wool. Shear like they shear a few thousands sheep each season.

27. Capt. Scott has proposed to move the boundary between his land and the Company'sabit
expenses are the Directors, if the joint
market keep up, disposed to do any
thing in that way? The joint stock
farms are forming boundaries to a great
talent, and it is an undeniable advantage
if it can be afforded.

28. There is not much likeness
to Darwin, but discharging and loading
have so far been carried on with good
dispatch. All the hatches are aboard,
and anticipate getting him away without
delay in about three weeks time.

29. Capt. Goodland's case is to
buy a vessel. I wrote a reference to
the talent of about 1200, and recommended
him to Directors as a man of energetic
ability. The vessel in port is a feeling
hide about Cape Town, where immense
barks have lately been made. All his business
would fall into the Company's hands, and
she might be a useful auxiliary in time
of peace. If preferred he would take
them with the Company. I hope you will
be able to assist him. I have promised
him, should other means fail, to lend him
the money myself on the security of his
seal. He has a letter of introduction to
you.
30. The experienced shipwright who had built down last, and, this being
so, I wish the experiment with them of letting the carcasses cool for a day
before putting them in, a plan that can only with our present王晓道
be worked on a small scale. I wish
particular attention to the given to the
latter (£7 10s.), as I believe the diffe-
rence will be sufficient to pay for the
exposure of a hanging shed, and I
particularly draw your attention to 17th
and 29th, being a mixture of the
earcer and kidney luttons that has
not hitherto been tried.

31. Regarding the mail,
I am completely at a loss to know what
steps to take until receive further instruction.
I cannot tell whether the Director
will wish to keep in hot-water with
the Government by running to Makhir
island, this proposal, however. Despite
the Black Hare to Makhir island or of
about the 28th June, as arranged,
then she will meet the Pacific boat
of Reliance. Allowing that this dispatch
will reach you about 17th July, it
will instruct Campbell to wait until
the 18th or 19th for a telegram from you.
If you address to the programme
and send upon the 10th August, please
write "Yes", pretend "No". I propose
in the latter case to send to Sandy Point
for a cargo of fencing posts, making
there the "Pacific" steamer of 11th August
from Liverpool, by which you would have
to write, care of the Vice Consul, Mr.
Beyard. If no steamer arrives before,
unless immediately instructed differently,
then the Black Hawk to be loaded with as
arranged. Having cargo on board ready
to sail 10th Sept from Sandy Point, she
should be here by 15th. On the two cargoes
of posts on board, and Shy, bidding
will take a load of wood at Spring Point.

I propose to order this cargo to be ready
by 1st Dec. the Black Hawk to receive on
that day the 1st post mail of 10th. She will
at Spring Point, deliver wood and bring
a load of wood into Sandy Point for shipment.

Sufficient there for birds, the Drakes
would like me to send one for another
mail. Should she to the two loads of posts
and one load of wood will not be too much,
and then will be the advantage of getting
letters without raising any unnecessary expenses with the Government. Perhaps you might arrange with the Pacific Co to send a little cargo via Sandy Point. Obtain the original of the packet that came of Mr. Humphry or Mr. Raymond. Recommend you to send one through the past duplicate until everything and future arrangements for a permanent service are made with parties frequently via Honolulu, as it is impossible to tell when the Government may have a mail brought down. I assume that by return mail I shall receive full instructions. If possible, send to Sandy Point once a month from Sept., i.e. four times before Christmas.

32. Committed to mention last time that the Governor lately sent round a subscription list for the relief of Irish distress, which I thought right to contribute to, for the Company. Deanston pub. subscription being £15.
June 17th. 1741.

The vessels arrived at 10 p.m. last night, and is to sail at 10 a.m. this morning. There is no mail, and the is full of passengers so that only the Governor and Mr. Dean are able to get first class passage, the remainder must either go second, or wait for the Black Hawk at the end of the month, which several will do. The places on each side, 10 and 9 to 12 miles from, and to first class, 10 hours, and the accommodation is said to be small and dirty. As much for the boat the Governor has landed on the Colony. I hope we may not have to depend on this line permanently, but that the Pacific will keep step in, and gives a good mail service.

34. The U.S. Congresses have been here two weeks, for some time for the purpose of revising the beard of the laws, after an attack of yellow fever.

35. The Rev. J. Townes would be obliged if you will allow a box of books to come under the Newspaper.

36. I should have said, in reference to Capt. Woodlands, that he wouldlike to pass the Board of Trade, and would be obliged by any assurance that could be furnished him with that object.
Enclosures.

Rep. 10. 1899
C. B. 1832

Letter 11, April
C. B. 10 Branch C. A. 1 May

Draft and purchase for horses.
Copy, Ogden letter 12 May

Specification of cattle for shipment
Shipping ap. 1870

List of enclosures missing included

Winter-dipping ap.

Dipping materials needed four hundred

Draft ap. of 12 barrel shipment

2d Ex. for 60c.

Engage balance of march

Shaw's Way, where

Cape

81 Dec.

List of Campbell's effect list

Correspondence with Gov. 5th week of Oct. 1870

Draft shipper of produce

Shipping list

Statement on ap.

Correspondence in Train and Circuit

Copy to Directors of train

Copy for Lincoln

87. 600 each, cattle

282 Hides

Letter Coates Coleman

Copy of King Thompson

Draft shipment of produce. London
Pamoa.

14th June, 50

Sir,

Since closing my order this morning, I have seen the Captain of this Steamer, and at his suggestion have forwarded all the orders for the Steamers. The forwarders of the Pacific have given up all idea of calling.

2. Send copy of letter to W. Murphy ordering flour, which is now very cheap.

Yours, etc,

[Signature]

[Note: Additional entries in the margin:]

[Handwritten notes:]

DRAFT DRAFT
Draft Draft
Cash Draft
Draft Cash
Draft Letter
Letter Draft
Copy Letter to English
Statement of...
Sir,

My last went for Tameso on the 19th. Since then I have received for the 20th, your dispatch of 20th of 17th April.

Having been delayed in the camp, my dispatch 200 was very hurriedly written, and that to touch upon an amount of large number of subjects, and, what I have to repair some clerical errors. In your dispatch read "wants among" and a party for the engagement read "Capt. Devon" engagement. These are unimportant, and will have been understood, but I am not to say that in your 24th, the mistake of a figure will have rendered my meaning obscure and too probably have destroyed all the force of what I was intending to convey. In 1794, the yield of wood for head cuts and outside long timbers at 76 feet net and 56 cord wood I was

 COMMANDER, &c.

London.
showing that whereas the Northern station has usually kept its average of the former year, Darwin has fallen away in the current growing season. I have gone into the statistic of the intermediate year when it will be remembered that the same winter and spring of 1773 retarded the growth of wood all over the colony; the result is that Darwin averaged 8.30 in. against Napier's 7.7. I know the Clinton to understand these figures. Cannot remember them, that in 1773 fell clipped at Darwin, 7.60, and hand cut at Port Jackson above, which was joined in the latter part of that year. There seems great doubt equal to that obtained from the Northern stations, when there is no doubt. In 1773 and 1774 the two stations having each one on its own planting, the average per hand was in Darwin Napier's 8.80 8.80 8.68 8.68 8.87 8.57 8.57.

I am on this point about to send Mr. H.H. Lee to explain his views for which see enclosed correspondence.
3. Dispatch 635-3. From Mr. McClymont that he has received
his original memo. Stock from the State
with port. Came from Cape Town and was
revised one year to become clear as
he was breeding his sheep and going back
instead of forward. He has not been taught
fortunably as although his wool is fine his
increases have not been equal to that of
others who started after him. Comparing
his records catalogues for some years back
find his shipments have been as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Ship's Wt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1766</td>
<td>85 lbs.</td>
</tr>
<tr>
<td>1767</td>
<td>88 lbs.</td>
</tr>
<tr>
<td>1768</td>
<td>68 lbs.</td>
</tr>
<tr>
<td>1769</td>
<td>70 lbs.</td>
</tr>
</tbody>
</table>

And this year he shipped 80 lbs. seeing
that he began in 1766 his progress
has not been remarkable. The wool just
sold was dipped with tobacco. This year
he has used lime and copper.

4. Jan. 4. You will already
have learnt that All Day was only paid
up to 31st May 1778; their might have
been assumed at once by a reference
to the Stanley Way, but that in deed.
238 of 16th August, 1778.

5. It would be well if Messrs.
Chubbrow's would send more detailed
reports upon our constituent's wool,
some have remarked to me that while the use of a meager description they always get from Mount Hudson a full description and evaluation of their consignments and advices and suggestions for future improvement. The letters are coming hard for a Fiskland connection and they promised some of our friends that they can give more personal attention than a firm in a much larger way of business can do.

6. Referring to what I lately said about the cost of a sailing vessel I have to point out that the freight and expenses on the domestic cargo amount to 33%, and if the coast and bethylene are separately charged for the percentage on the remaining general cargo is still 4%. The bitches delivered 400 posts and the invoices, of which known 20 were broken.

7. I believe I was the first to remark in a letter to you of the 15th August 1876 that the previous years paid the price of wool, and Irish wool to draw the Directors'
attention to a very old despatch of mine, no. 31 of 11th July, 1868, p. 60. It is not often that any one has to wait twelve years before he can justify himself, and then do it as completely as I have now in a matter about which I got into trouble with the Directors at the time. But then assured, without fear of contradiction, that if I had then been allowed to carry out my contract with Verhand for lands from New Zealand the Company would this day be worth a higher price. Those very sheep, despised as they were then, were the foundation of Otago, and Settlement at Balclutha first was, and it is only necessary to refer to the sale catalogues to see that those two marks (D and H.B.) now reach higher than ours. I wish now to suggest that the De. have now been shipping rams for many years at an enormous expense without raising the value of their wool. If only a pound or two more would be allowed to be sold with colonial bred rams, it trees with either, or in addition to, would be an improvement, which would be seen and felt before the year 1890.
9. The Governor being away, and the Government having no power under the new ordinance of putting mail on board the Black Swan at Port Male, it was impossible to arrange for any subsidy as suggested.

10. The question of education is one that calls for more attention than has hitherto been bestowed upon it in this place. There are large numbers of children in Stanley, many of whom will probably, as they grow up, have to leave the Colony in search of work, and who will be seriously at a disadvantage in competition with those of better education they will meet in the world. The salary given by the Government is 500 a year, and I understand that it is not sufficient to attract a good and instructed schoolmaster to come out. There has never been one at all events, and how long before I cannot tell, - been a capable teacher in the Government school, unless the man who came last year was so. He however, got under a cloud and was mysteriously
put on board the ship the and sent it of at short notice. Since then the Rev. Mr. Brandt, with a zeal worthy of all praise has endeavored the post; but he is not a teacher by profession, and admits himself that the school is not what it should be. The Governor was much inclined, but would object to interference on the part of those who do, and so things may continue from year to year, from bad to worse until discredit of the Colony proceeds, some representation is made about it. In my instructions dated 6th June 1819, I am authorized to contribute on behalf of the Colony any school that may be established by the Government, the annual yearly subscription. This was merely a yearly subscription, but if the present Directors are of the same mind they could not do better than offer to contribute a sum in augmentation of the Government allowance to the schoolmaster, such a sum as would bring out a properly trained, civilized man, who a candidate for Government employ. The Collins, who took it as a step to higher office without any of the necessary qualifications.
1st. The Company, after all told, all the passengers through second and third class accommodations going around as for an Atlantic liner, where they would change into other vessels. Yellow in list showing names and destinations of all passengers who would at the ports charged have paid the steerage $2.99. Yf for their passage had not had the second accommodation to do them with whatever passengers 1st trip kind, and then list was only of the attention of the Pacific Co. Enjoy on board the Panama, after writing your last expected, and was surprised to find the accommodation through very limited than and good.

16th. Before leaving last November, requested the attention of the British Consulate to send my passport under the Company care, but not having received it shall be obliged if you will instruct him to forward it by joint opportunity.

18th. Bills of lading for all the wood that is on board the Lennon to date and have to report that she...
is likely to be loaded within two lines, 45 days which expire on the first. I am now only waiting for 614 balances from South Africa and 33 more from Bonn, for which the Fairy and Providence have gone. The ship will thus be stopped in a little over 60 days, while the portion 30% of the way, was here go, and this is entirely attributable to my having loaded her in Stanley, for which the Company give under the charter party the very inadequate concession of 500, which on another occasion should be 1000. I conclude that you will have incurred no expense, but cannot mention that I hopeвладно, as I may, will do their owners, and Major Robertson paid theirs to be insured for 1,000, also point out that the Bonn’s shipment will be, in all, 126 boxes which should be insured from San Carlos to London for 1200 guineas.

14. Many of the passengers are almost bankrupted for want of boot, it is a pity that orders for such necessities cannot be executed in full and at once.
15. The following shepherds have left us on leaving before Court hearing, Simpson, Farnam, Codson, Fitch, Hesford, How, & Frear. Still, pick up pianos and Clement, and Christy has become familiar of letters. They should be replaced after can get any, Clement will return. If you can, you can also engage Bacon at the old wages, as he is useful as a householder.

16. Send a moderate amount fo actual requirements which they will bring. Should this year not have kept you might add 1000 pickles for packing, i.e. 4 pt. 6 x 500 x 10.

17. I have told Mr. Pay their wish to visit the West Coast to see the fencing and sheep there, you will see by his letter that he does not believe in the evening piece for fastness, he is quite wrong, for the evening which are only 2ft. apart, actually make the piece a closer one than the old style with points posts 9ft. apart and existing between to bind the wires. I shall probably take a run over these myself in the spring for there is nothing like taking a lesson from
our neighbors.

Mean Cars about 170 tons.

Jan. 23, 1855
Your obedient servant,

[Signature]

[Notebook page]

[Receipt for railroad shipment:

- Quantity: 1,491
- Dates: Oct 1, 1855
- Contents: Wood and coal
- Signature: [Signature]

[Bill of lading:

- Date: Oct 30, 1855
- Port of departure: New York

Statement on p. [Redacted]
4th July, 50.

Sir,

I have delayed the enclosure until this afternoon in hopes of receiving from Fort Howard, Colchester, & Port de la Reine, the bill of lading and Mr. Baldwin's half yearly remittance, amounting to 1000; but cannot keep him any longer. I hear there are about 500 hides on board the British for the first-named instead of 400.

2. Encl. is copy of letter to Mr. Humphreys, which will show you the arrangements for the Black Hawk thin voyage.

3. I learn this morning that the London Assurance Corporation have taken all the Government fire risks at less than half the North British rates.

4. To provide for all payments, which are yearly increasing with the pressure expected, I have taken up to this time more than 2000 from C. Williams's manager, for which on his return from England, I shall have to draw. Humphreys also suggests that, to keep on the up side, the Directors should lend me 1000 before the end of the year, in special circumstances.

[Signature]

Best regards,

[Signature]

F. Coleman, Esq.

Secretary.

London.
<table>
<thead>
<tr>
<th>Sailor</th>
<th>Cargo</th>
<th>Shipment</th>
<th>Commissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Hay</td>
<td>400</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>C. pear</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>S. I</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>S. D. paper</td>
<td>1</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Talbot and Company</td>
<td>1</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>B. Hay</td>
<td>400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Talbot and Company</td>
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</tr>
<tr>
<td>A. B.</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. D.</td>
<td>6</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>J. B.</td>
<td>6</td>
<td></td>
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</tr>
<tr>
<td>M. C.</td>
<td>6</td>
<td>10.5</td>
<td></td>
</tr>
<tr>
<td>W. B.</td>
<td>1</td>
<td></td>
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<tr>
<td>J. B.</td>
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<td>J. B.</td>
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<tr>
<td>M. C.</td>
<td>6</td>
<td>10.5</td>
<td></td>
</tr>
</tbody>
</table>

*Note: The cargo includes various items, with the total cargo amounting to 654.*
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Quantity</th>
<th>Price</th>
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<tbody>
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<td>Rol. Imp. Aging H. C.</td>
<td>1</td>
<td>150</td>
</tr>
<tr>
<td>1</td>
<td>Cowhide</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Cash for L.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Falkland Islands, E.

May 4th July, 1860

[Signature]
The vessel is now ready for sea, you will observe that the rigging on part understood, but on the other hand, the sails are up, and there is left the hastening away, since she has not touched near the wind during her time. On being shipped off to the backward in a long from the north, and she detained her.

One of the boats was sent to find no want at dropped down among the sails, and could not he recovered here without some loss of time.

Cpt. Lightfoot of the same next mate of the Durnn Standard, which sailed this morning, ashore in a storm, is told him, that he did his best to save her as a vessel, and could not conscientiously recommend her as such (he is in fact, principally, incapable) but that if he applied to her you might be able to give her a start of ground.
speak of issues in this employ -

... going into details. It is

concerned at the writing machine and

believe morally honest and sober - but

the men are staff in their

and my song being

the duty of Portland. I am well

that their duties show what has

not amounts. Lord, and I feel

the more that they will be found

to work - that labor are labeled at

here either. We change but having

the employer accidently - shipped to

and shipped and gone by an

one like you set out. Once again

the same without the in the number

from another with their own account

for a position -

... 15, 50, 100

... 100, 200, 500

... 100, 200, 300

... 100, 200, 300

... 500, 700, 900

... 500, 700, 900 and

... 1,000 have only and are an

account of 900 which has already been

permitted by you. Only received the

but of last night, and I cannot

before this discrepancy but they

shall do a great wish and respond to...
by the first opportunity.

I am able to speak in

very high terms of Capt. Putters who has throughout been singularly accommo-
dating. The wind has you on your way to last without a hitch, excepting the delay
of the ship at the last, which as already
explained has not really put off any time.

Capt. Putters preserves the usual gravity of
his in. 15 for the outward and 10 for
the homeward voyage.

Yours ever,

[Signature]

Enclosures

[Handwritten text not clearly visible]

Receipt for package

Leonard line

Signed: [Signature]

Sunday letter
and year a lease by the removal of some of the labourers, houses abafted. There is one joint, I have passed over, to which I could not consider. Besides there, the terms of which, as withholds, in the present state, under proclamation of 20th July, 1814, which lay, (par. 6) land, were tenanted until I find evidence the lease for the term of 10 years at the end of which time it may be renewed to the presentment of he thinks fit, and the lease shall have the copies of the acts, he said, or portion shall have the right of purchasing public land any of the lands, besides lease provided that the term be selected in one block of a square figure as nearly as possible, and contain not less than five hundred more than one thousand acres, such right to be exercised within one month after the termination of the lease or else to be void. Now it appears true that I gave the present notice on the 28th March, 1819, that I wished to renew the lease falling in on the 31st March, 1830, he might, in common...
I have omitted details to state the particular of the land purchased, as reported in a former dispatch, this of particulars on station No. 117-7, acres...

Section No. 23.

23 acres.

(No further details given.)

The amount of land ordered on hand being 2077, b.g.

In further support of the land question by giving some thing Mr. Colton lately had said that the government has a very exaggerated idea of the very population and importance of Dami. Further it was said that the people there demand the livelihood of the township being free claimed to mention that the inhabitants consist of the drift and cattle owners, the married laborers, the single men, and the married single laborers.

Therefore in the opinion that the importance of the place has lately diminished, and that it may improbably be reduced within the
founders, have been known for a
longer the last mentioned state,
whether the lease were to be renewed
or not. Of course my contention
that he virtually did promise the
landlord but no remuneration for the moment
that he did not. I regret that a decision
should have been communicated to me
before the 9th March, as it was necessary
to enable me on the Company's behalf
to decide whether to avail myself
of the privilege which would expire a month
later. I have now seen at least a score
of hands and hands besides in hand each hand
shall not being available and shall
not consider it necessary
because in view of the lease that I
was given to understand would be
in some phần.V. The lease having
been offered in the 9th May the time
preparations had passed. Have
reached this at some length because
of the event comes this point the £5,
should buy from the Government if
possible the reserve between Seal
Creek and Lison. 16th shown on
the accompanying having from the
plan of Christmas Sound, the shadow
portion in the part that should be named.

The party passed their
ship just before making the land on the
afternoon of the 26th. The latter had
then absolutely no water on board, and made
a signal for assistance which was not
understood, through the fair not having the
time on board. Capt. Richardson was passing
on to make the port before dark, but would
of course have stopped had he known any-
thing more the matter. Shall he stop, he
will send out two tugboats and some trains,
with boats to be added to the vessels in
open water and Government.

6. After clearing the livestock,
papers two more homes for Mr. Boden
shipped from York, Ashmore and a quantity
of empty jute pockets on board.

Ends.

Capt. T. 1294.

From official sources.

Rev. Ed. 1835.

Manuscript.
Liberal Distinctly
via Sandy Point.

I certify having the first mails under the contract has brought your despatch 566/567, to which I am not
attempt to reply as the mail is to be made up immediately.

2. I am informed the late
Claybourne made most violent attack on
the Company and Mr. Dean on the way up to
the Rames, and was obliged to
apologize to his latter, who was on board.
You can find out what occurred from
Mr. Daines or Mr. Dean; the Company
conditions appear to have been peculiar.

Sam. S.
Your obedient servant.

Enclosure.

9 Bills of lading
Stanley balance June 30

Journal books

Post dispatch 295
Law exchange 1/250.
This.

To the August 20.

I write this despatch in reply to your No. 261, in which you state that the Directors have come to the conclusion that the Island Administration is much too expensively managed, and that they insist upon a material reduction in the expenditure. I must be able to lay before them facts sufficient to prove beyond question that they are utterly mistaken, but to do this I must go into an amount of detail that I fear will be wearisome. So I am, however, as it were, upon my defence, I rely upon being given my statements a fair and impartial hearing.

2. The record of the working of the year 1870 was the dividend of 10% declared in June 1871. I will therefore take the first mentioned year as the starting point, and go through the Company's expenditure in detail from that time, beginning with Stanley.

J. Coleman, Sup.

London.
The year 1879 comprising 18 months, I have been enabled for the purpose of making the comparisons, taken in the first six months of 1880.


In the last eight years there have been as follows as may be seen by the accounts regularly sent each quarter:

<table>
<thead>
<tr>
<th>Year</th>
<th>Wages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1874/5</td>
<td>£1210.0.0</td>
</tr>
<tr>
<td>1875/6</td>
<td>£1477.19.6</td>
</tr>
<tr>
<td>1876/7</td>
<td>£1479.0.0</td>
</tr>
<tr>
<td>1877/8</td>
<td>£1477.4.6</td>
</tr>
<tr>
<td>1878/9</td>
<td>£1480.14.10</td>
</tr>
<tr>
<td>1879/10</td>
<td>£1490.14.10</td>
</tr>
</tbody>
</table>

In 1879 I found that the new office and the slaughter houses were built, and that the Dairy house had been repaired, and the accounts for the latter expenditure. In 1877/8 the wages had been reduced by the quite exceptional labour on the Manager's house, but in the fourth quarter ending June 1880, that expenditure having ceased, the total for both regular and extra labour was
been brought down to £1850. 10. 10. This
is a reduction of £50 on the wages of
1874/5, and should the Director 
please to note that it amounts to £75.

The wages just referred to are
divided under two heads, "Regular
and Extra."

Regular Wages

This list comprises the wages of
the permanent staff, whose pay amounts
to £ 200 per month.

There are the head keeper and
his assistant at the General plans and
Mr. Hawker is charge of the habitations.
No one can say that these engagements are
unnecessary. Next come the Carpenters,
of whom there were three, but Ballant
was discharged last year, and Chan-
grow Allan ten months before with the
intention of keeping one Egg permanently
and engaging an Extra hand when I find
assistance necessary. Allan it may be
remembered, was sent out at the time of
the Carpenter's strike some years ago,
and by keeping one only we shall save
entirely at the mercy of the Carpenters in
the event of war turning up that much
be done at any cost. Then there are
Another of overseer who superintends all outdoor work and has charge of peels, bricks, and boats, helps the blacksmith. Drawing the garden, and Williams the cart, also indispensable. In the garden I have for some time saved the labor of one man, whose wages used to appear in the extra list, as the gardener manages without any assistance except from Williams, as he is not carting. In fact two are the best are Yates and Strange, the butcher and his assistant. I must hardly say that these two are necessary, as one man cannot handle a butcher by himself.

On this fact then, I find it possible to make a saving of $4 per month, part of which, however, will finds its way into extra wages.

Extra Wages

Under this head are comprised, as the name implies, wages to men not on the regular staff, who are paid by the day. Carpenters working on repair of the Company's vessels, and laborers engaged in discharging and loading ships are on this list, which in ordinary times
is now a very short and. I am obliged to give constant work to the Blacksmith's striker, whether in the factory or not, and so one other man who understands driving the engine, and makes himself generally useful above or astant, and it is right that this should be clearly explained and understood, as it is the key to the necessity of sometimes employing more labour than is actually needed at the time. There is not here, as in England, a body of labourers in want of work, from whom can be drawn just so many men as are required, and who can be discharged when done with. Take the Blacksmith's assistant, for instance, who is wanted, on an average, perhaps 3 days a week. There is not a man in Shanty who would be satisfied to work just when wanted, and lie idle the remaining time; the objection has so often been raised that constant work can be had elsewhere if I do not choose to give it, that I have had to bow to the necessity. However, these two are the only ones. I keep, and there is plenty of work for them in pumping and attending to the hulks and boats, and keeping the place in order. The extra wages paid
for discharging the scenes amounted
to £47 6s. and for loading £34 17s.
total £82 5s. 2d. less. Whether than
such work was ever done for before.

In 1793 the cubic wages
amounted to £604. 11s., in 1799/80 to
£857 9s. 8d. a raising of £255 4s. 4d.,
which the Directors will, no doubt, duly
note amounts to 46%. 

I do not look forward to making
much reduction under this head.
(See appendix)

4. Schooner

The Black Hawk has given
up the mail service, and is now available
for coasting. The management, so far
advisedly, has not been a success. Built
originally for the improvement of the
mail service, which was undoubtedly
affected, it was not found convenient,
for reasons which it is not within my
province to inquire into, to carry out
my idea of constantly slipping closes
by her. Had that been done from
the beginning, possibly her working
might have shown a different result.
Going home in 1879 & 1880. Enough.
to build a new vessel of her size and
class was poured over her, making the
interest on her cost, together with her
annual premium of insurance a large
sum to wipe off before any profit can
be shown. This again, Capt. Dixon,
though an able man, and one who kept
the schooner in splendid order from first
to last was very difficult to control in
the matter of expenditure, particularly
when out of my reach in Monte Verde.
Captain Campbell has taken the schooner
again, and, although I am dealing in
this despatch with facts not prophecies,
may say I hope her management
will henceforth show a better result.

The Black Hawk always remains
in commission the crew being engaged
at 64 per month, the Fair and Frigate
on board which the wages are to, are paid
up when not wanted, and the crew paid
off. It being at times impossible
to get sailors enough to man a schooner.
I consider it necessary to keep one in
commission, and have no doubt
that there will always be work enough
to keep her employed the whole of
the Company's carrying has been done
this year by our own schooners without
the expenditure of one shilling in
chartering, and they have also brought
in the produce from them at King
at Spring Point, Rihanna, and Bay,
Bonnier, Sara, and Leon Islands, and
without which they have earned money.
The
Precaution delivered her last load at
the 6th July and the 7th they on the
10th, both were paid off on the day
of discharge, but the Captains were
allowed a labour each for two or three
days to help them to clear up, the
surplus provisions having been carefully
packed up and brought ashore for future
use. Can economy go further than
that? There is only one thing that
puzzles me about the schooners, that
is I cannot discharge the Captains,
and I can hardly get them to work
as seamen: I therefore try to fill
up their time with sail mending and
mending under Hawker's, in that way
saving an outlay on new sails that
might otherwise become necessary.
The Fairy carries ten hands, the Resolute four. Captains included. The former was in commission from the 1st September 1877 to the 30th July, 1880, her seven days in December, when she was more paid off. During that time the deliniae to her amounted to £927. 9s. for provisions, £23. 19. 5d. for materials, and £22. 8d. for fuel and lights. The provisions, £95. 8s. 9d. returned into Store, amount to a fraction over 15 per day for each of the crew, but really cost less, as no account has been taken of the quantity consumed by passengers. As the Fairy carried a number of shepherds for a month between Storn and Great Orkney and to the mainland while shipping sheep and shepherds are not small rates, their presence must be taken into consideration. Some give details of these deliveries, but do not suppose the Directors want them. As regards the Resolute, it is sufficient to say that she is worked in the same economical manner.

I have always endeavored to economize weight by making our schooners call at as many places as possible on each trip, and, as there will now be
fewer materials and stores going round the coast, I believe, that by persisting upon having all the stores ordered in together, I can keep the two smaller vessels laid up almost constantly until the wool season, and work the Black Hawk only; this will reduce the same expenses to a small rank.

5. Company's Shipping.

You are aware that this comprises the hulks and all vessels, of which the accounts are not kept separate, and property must be kept up, and more or less spent annually on paint, tar, rope, canvas, &c. Still, the total deliveries, including provisions and necessaries for working the40 engines, only reached £26, 10. 0 in the year 1879/80, and as this is the lowest part of the right, the average deliveries of the previous years from 1873 (after deducting the cost of the Foss in 1871/2) having been £234. 0. 7, the Directors will note, with pleasure, that even this small account shows traces of the rigid economy that is being
Exercised in all departments.

6. Consumables.

This is a small account to which stationery, ink and corn for the earl, meals, coal for use, etc., are charged. Only mention it for the purpose of pointing out that while the deliveries for seven years from 1857/8 averaged £121. 14. 6., they only amounted to £57. 3. 4. in 1879/80. See appendix 2.

7. Building account.

Although this account does not form part of the current expenses, it will not be out of place to attend to it, for the purpose of explaining the list of additions sent with the yearly accounts. All materials received, whether for repairs or new buildings, are charged to this account, as also any wages paid in cash. But as Camp's buildings are usually tackled by men who are on the permanent staff out there, and whose wages are charged to Yarm, it has been customary to place a value on the buildings something in excess of the materials sent from there, approaching as nearly as possible,
in fact, the cost of materials and labour. It would be impossible to give the exact cost of each building, because the number of days occupied by the Broadmoor in delivering the stone have to be considered, and in the case of a long passing the cost would necessarily exceed the fair value. I have always gone on the principle of valuing the building rather under than over their actual cost, and of putting a uniform valuation on each of the same size; thus a regulation house, 21 x 12, estimated at £500, although I need scarcely say that in this case not exactly the same money. Doubtless it is right to under-value them over that the value of property, but if the Directors with any alteration made in the management of this account, I hope they will mention it. The delivery of materials from July 1879 to June 1880 amounted to £91,712, in the three previous years, from Jan. 1 to June 30, £61,755. There is no necessity for any heavy expenditure under this head for some years to come. (See appendix 3)
In the foregoing remarks I have stated all that I have to say about wages and expenses in St. Mary's and the delivery from the place of goods for the year. If there is any detail on which I have inadvertently passed, or if fuller information on any point should be considered desirable, I shall be obliged if the Directors will let me know of it in order that the omission may be made good.

16. Farm accounts.
I have gone into this account with particular care for several reasons. The farming is, in reality, the raison d'être of the Company, and every detail should as far as possible be made known.
to the Directors, in order that they may be better able to fix where to draw the line between judicious economy and a misjudged circumstance of heavy pre-
the expenses, which may work the fortunes of the Company; further, if any material reduction is possible in the annual expenditure, it is by a curtailment of the Farm labour and materials that it must be carried out.

I will first deal with the labour. The list of permanent hands in the winter season (app. 14) in comparison with the return to last De-
ember, shows that the winter my plan of engaging extra labour for the shearing and dipping season, a portion of the men thus engaged finishing up at Great Gar, and all being paid off by the middle of April. The number of labourers by which the summer working establishment has been reduced is as little as 10. (app. 5.) There
then were employed in shearing, petroling wool, dipping sheep, building fencing,
&c. &c. and without them the work of the season could not have been carried
out. I will now go through the work at each station, showing, as clearly as I can, the minimum number of men required to get through the shearing in the proper season, and the Director can then judge for themselves.

As the first place I must lay down certain axioms that cannot be disputed. 1. The shearing should commence 1st Dec for mutton and hoggets, and not before 1st Jan for coarse woolled sheep.

2. It should be finished not later than 13th to 20th February. 3. Each flock must be dipped as soon as possible after shearing. The Directors will find it good enough to accompany me to Darwin Harbour.

Probable number of sheep sheared 3000.
Shepherds on present list 24.
Labourers
Foreman of M. 2.

Directors
Shepherds living 3
S. King
A. Evans
G. Parry
Shepherds who must keep boundaries 8

Mar. 11 32
<table>
<thead>
<tr>
<th>Coughlone</th>
<th>11</th>
</tr>
</thead>
<tbody>
<tr>
<td>The woolen labourers</td>
<td>1</td>
</tr>
<tr>
<td>Beaver, an old man who looks after sheepskin &amp; beef, both hides, &amp;c.</td>
<td>1</td>
</tr>
<tr>
<td>Reasons and labourers</td>
<td>5</td>
</tr>
<tr>
<td>Shepherds work over</td>
<td>in the pens, shearing sheep</td>
</tr>
<tr>
<td>Shepherds heading out</td>
<td>(part of flock sometimes)</td>
</tr>
</tbody>
</table>

**Reduction** 20

Available for shearing 12

From 1st Dec. to 16th Feb = 66 days

Deduct -
Christmas & New year day, and one day to get wool 3
Last days, say 1½ for each, or during season 16 19

Working days 47

1700 sheep to be shorn in 47 days would be at the rate of 36 sheep a day, and as each man, taking them all round, is estimated to shear 65 sheep a day, about 12 men would get through the
work in the prescribed time. As have shown, just the number of men required to get through the shearing, supposing the weather to be as good as estimated, and that each man remains in perfect health from first to last. Not another man can be brought in, that must be looked upon as certain; thus as it is, the flocks are left too much to themselves. Where they may back, are the men to come from to gather the sheep and drive them to Darwin, and again, where are the five or six who it is fact down beyond dispute must put the sheep through the shed within a day or two of their leaving the shed? The Director must see that the engagement of extra labour is so inconsiderable necessary as to leave no room for argument upon the subject. We will now proceed to that. We hope to clip 24,000 sheep, we have twelve shepherds and one labourer upon the list, of whom two are required for their boundaries, the remainder leaving their flocks to take care of themselves. One man will be engaged in the pens, so that the number available for work at this shed will be 10.
Being all once but those at Bath, the general shearing cannot begin until January, and after allowing that those first mentioned can be finished in December, then will still remain 3,500.

Ordinary, 6-8 1st July, 1846, 42 days

Deducted days 10

Working days 32

2,500 sheep to be dipped in 32 days would do at the rate of 70 or 80 a day, i.e., would require about 81 men. Whereas we have only 10 available. Consider the fine required to work the price, and still further, that no provision has been made for dipping the sheep, and it must become apparent that the Walker must in winter cannot cope with the work of the Sheep-Season.

I should mention that the withdrawal of all the shepherds on this station but have from their places great advantage, proceeding, but your cannot be helped. North Arm is the great and last place on our pound.

Here they seem to be better off than at the other two places, but are still short-handed. Their staff consists
of 24 shepherds and four labourers, and
they will shear, shos, 122,000 sheep.
for which labour the same time as
at Darwin, i.e., with deductions, 147
working days. 112,000 sheep will in
that time be at the price of 894 sheep
a day, and, allowing 65 sheep a man, 117
shearers will be constantly employed.

There are 113 men.

Revenues:
Supply Sheep 1
M. Lambe's or Chief 1
Keeping boundaries 3
In the pens 1
Standing out 1
At the price of 13 6

Available hands 19

Give over the number, it is useless
to remark, with the insufficient to do the
shearing and gathering, especially in Arnhem,
which is difficult to gather and where
mixed sheep left behind have, I suspect,
been at the bottom of much of the wreck
that has made its appearance there from
time to time.

In the foregoing statement
the Director will observe that I have left
no margin for the illness or unavoidable
absence of any of the men, and have
entirely omitted any provision for pulling up fencing, labour in landing the first produce sent, and a number of other small jobs, all of which take time. If they look carefully into this statement I am sure they cannot help seeing that a good deal of labour will have to be provided for the incoming season in the Camps, if the shearing time is not to extend beyond the limits of safety.

Cattle

There are 16 men altogether in this department, whose wages amount to £6 per month. A reduced number of hides is still got from Lafoone each year, and the pasture supply kept to Station butchery, and for consumption at Darwin. A comparison with sheep however, and looking at the ground they occupy, and the cost and freight round the cost of the cats for their hides, the cattle give a very poor return. The present stock of about 800 is less than the number the Directors have at times mentioned as what they would like to keep; but the fact is really, that their total extinction in favour of sheep, or a large curtailment of their
member's and packetage would be more
profitable to the Company than keeping
them as they are.

Mechanics.

I may find it possible, after
concentration with Mr. Clay, to take steps
to strike the Company and perhaps the
Union off the permanent list, employing
new men from Indiana in the summer. Upto
the present time, the pressure of building
has rendered such a step impossible.

The Sallow Works at Great Grays.

I speak with more confidence on
this subject than on any other. The works
are in charge of Mr. Company's Engineer,
T. Martin, who, although a capable
mechanic, is not a man I would trust to
study his employer's interests as much
further than they coincide with his own.
At Danvin he is by his agreement,
independent of Mr. Clay, and responsible
only to him, and it is a source of great
satisfaction to me to have a man of so
table principle in charge of very valuable
property at such a distance from me.

During the fallow season which
lacked from that place to that place. The works being carried on day and night, 17 men were employed at Green Grove (4th b) and the cost of laying down 7,500 sheep was nearly £2 per head exclusive of sacks and tools and the labour to be employed for pressing them. Notwithstanding that there was no constant supply of labour to do with their labour, he has complained this season of being short handed and there no prospect of working the place more economically. Unfortunately there has not been as yet any similar establishment in the Islands with which to compare, and I am not provided with statistics of the cost of laboring in the Main Plate, but I cannot help thinking that a man well up in all the details of the business and who has had practical experience elsewhere, would be able to put the sheep through for a less sum per head than it costs us at present. I very much regret that such a man was not looked for and employed in the first instance.

I have nothing to add to my statement on the subject of Camp
wages. Briefly its substance is as follows:

1. The labour at present on the farm is insufficient to carry out the shearing and general farm work within the proper time.

2. The cattle may be increased or reduced with advantage.

3. All important buildings being completed, the services of the mechanics on the regular staff may be dispensed with.

4. I believe that a man practically acquainted with labour saving might reduce the expenses at Cooneroo. This, however, is mere opinion, based on no fact.

The items of materials consumed on the farm must now be considered. They amounted, from July 1859 to June, 1860, at cost price to £8259.11.4, as follows:

1. Wool clip fitting materials for constructing the shed
2. Husking materials
3. Pins, nails, etc.
4. Beeswax
5. Orpiment
6. Grease and wax
7. Soap
8. Husking and related
9. Sheep
10. Lime
11. Boot bussing
12. Repairs to other goods
13. Freight paid in kind
14. Sundries

£ 8259. 11. 4

It will of course be understood that there would be an hand at the end of
Since 1850 a good proportion of the above, notably in the case of Nos. 1, 2, 3, 4, 5, and 6. It is unfortunate that the eighteen months' accounts do not allow an accurate comparison to be made; however, the statement of farm deliveries (app. 2) for the last eight years will give an approximate idea. The average deliveries for the years 1873 to 1879 appear to have been £1066; £223 less than those for 1877/80; considering, however, the increase of produce, this is not remarkable, and, on the other hand, there is only a difference of £1/4 between the deliveries of 1873/4 (the good year) and 1879/80, while the produce and shall show immediately has increased to an extent quite out of proportion to that of the expenses.

Should not be surprised if it were told that the company's produce does not increase any faster than the expenses; such a statement, however, could only be made by one totally unacquainted with the facts of the case. Prithe to direct attention to the statement of farm expenses for the seven years from 1870 (appendix 7). They will see that they
have risen from £11603 to £13931, that is to say 37%. You take the increase of produce 10%. Wool from 2189cwt has risen to 4000 cwt or 84%. Falls have risen to nearly £4000 in value at very low prices. Sheepkins from 1770 to 18056 or 920%. Hides on the other hand have decreased about 3%. Put this into another form:

<table>
<thead>
<tr>
<th>Source of wool</th>
<th>3765. 16. 0</th>
<th>4000. 0. 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevation</td>
<td>1628. 12. 0</td>
<td>13594. 5. 0</td>
</tr>
<tr>
<td>Sheepkins</td>
<td>1626. 2 r. 1 d.</td>
<td>115. 0. 0</td>
</tr>
<tr>
<td>Hides</td>
<td>13249. 6. 0</td>
<td></td>
</tr>
</tbody>
</table>

against an increase of £48376 on revenue, and £901 on expenses, total £5297.

In making this statement I have worked from the completed accounts for the seasons could I have taken this years produce in the table would have been still more favourable, for the wool shipped this season weighs 1374 cwt, an increase over the 15% dividend year of 1677.

II. A careful examination of the figures and facts contained in the foregoing will, I confidently hope, remove some of the misapprehensions that have arisen with regard to the management of
the Company, it is the present, and I believe, the clearest statement I have ever made to the Directors, and as such will be productive of good. I will now, as briefly as I can, notice a few of their remarks, and offer my opinions of the present condition of the Company's affairs.

12. The Directors have carefully examined the accounts, and ... feel quite unable to place their figures on the exact spot where a reduction can be carried out, but ... they are paying about £200 a year, and they must insist upon ... a reduction of one-eighth. In other words, the result of a careful examination is that they cannot point out where a single penny has been improperly or unnecessarily spent, but, generally, they think that too much has been spent. I shall faithfully carry out any reduction that they may think proper to order, but I feel confident that by increasing the scale of expenditure to the lowest point consistent with efficiency, and I believe that after reading this despatch the Directors will come round to my opinion.
"They have made up their minds to have these expenses materially reduced... at about £1500 a year... Under these circumstances, expenditure cannot but be going on."

Doubtless, you are alive to the danger of an insufficient staff, which would be anything but good economy. They wish also to arrest the settled convictions of the board, to which the present evils have come, to the purposes have mainly arisen from the unlimited system of advances to the settlers, which by absorbing all available cash has completed a too rigid economy upon our own property. That system is from now and henceforth to be abolished.

The despatch last quoted was written after seeing the accounts for 1795-6, there is nothing pages about it; on the contrary, it contemplated that time and foresees a too rigid economy upon our property. Now let us look into facts. Firstly, on the realization of the Farmer's produce lately shipped the balance will be against the Directors; the system of unlimited advances has thus been abolished.

Secondly, what were the two principal items of expenditure in 1795-6?
Sheep shows 1836 by 2014
1797/80 98964
increase 64160 or more than 31%

Thus in 1836, the Directors had a settled conviction that expenditure about £16,000. Two reasons the major economy, while in 1850, with their sheep increased by more than one third. In that year expenditure cannot be going on, and that it must be reduced to £13,000, or below the same as four years ago treated as a minimum four years ago. In the name of consistency and of common sense, how are these despatches to be reconciled?

14. With regard to the fixed sum of £13,000 a year, I have always supposed that the Company's expenditure should naturally bear some relation to the extent of our operations; if so, I am led to regard our resources as developed to the utmost extent. But, on the contrary, I hope to see the number of sheep show...
increase for some years yet, and suppose, is it not reasonable, may be it not necessary, that with the increase of stock the expense should also grow, although as I have shown, they have not done so in the same extent?

15. When a commission on the whole was first proposed, I supposed of it, but I saw saw reason to change my opinion. The amount paid to each man is so small that the Company's servants really care very little for it, but at the same time I fear that the withdrawal will be looked upon with disapprobation. This has been paid to all who have not distinguished themselves by bad conduct, because, to stop it, except in a notoriously bad case, would be to create a standing grievance in the minds of the working classes, and reduce the labor performed by each victim by at least one half. It cannot arbitrarily divide one camp men into good and bad boys - working men must not be treated like a lot of schoolchildren. Some means will have to be devised for constraining this percentage distribution to obedience, a company with the travelling gardeners, the cooks over beds, the oatmeal practical joke,
and other well intentioned, but mistaken fanciers.

If I have proved, as I hope I have, that the precautions, imperfect information, have come to a wrong conclusion about the Island expenditure: that economy is the rule in all departments; that, a comparison with the most satisfactory year of the Company's history, the subsequent increase of expenses has been totally out of proportion to that of the produce; that the burden is down as sufficient to carry the Company on in less by £200 than an amount that was stigmatized as showing evidence of a too rigid economy; if, Sir, I have proved all this, what is the result? Is this, that to the continued and disastrous fall in the value of produce must be attributed the whole of the falling off in the Company's profits, and that a rise in the price of the former cannot fail to show an exactly corresponding improvement in the latter. In the case of many Companies, Railways, and others, a depression in trade, while reducing the profits, allows, also, of a reduction in the working expenses, such
as a fall in the price of coal, or a lowering of the standard of wages: this rule is not applicable to our Company. Take, for instance, the coal that was shipped last year, 260 bales per year of Keepoal, at a price, according to your statement, $11.70 per bale, 59 bales per Yecoor at $22.15 per bale. The Yecoor coal averaged in price just under $12 per bale, the Yecoor coal fetching about $17 per bale. Have the Directors sufficiently realized the very pregnant fact that whereas the shipments cost to produce just exactly the same amount per pound, or have they calculated what the difference would have been if the Yecoor coal was also the Yecoor coal realizing 17%? To the Yecoor coal fetching 17% on the paid up capital.

Before concluding the subject, I must say a few words on the topic of diversification, a point that I have heard raised more than once. It has been said that the reserve shows a certain profit, but that the whole of the money corresponding with that profit is not forthcoming. Nothing is to me more obvious. The Company has been growing rapidly, and has within the last decade spent on permanent additions to its property, - piers, buildings,
plant ... a vast sum, however, if
is spent, without calling upon the
shareholders more than a small fraction
of the amount. How, then, has that
property been paid for, excepting out
of money that would have otherwise been
available for distribution? They said
before this court that you may make
a profit of $1,000, but if you spend one
of it in improving your property, you
cannot forego your $1,000 in hard cash.
I cannot put it plainer than that.

Of course a deduction on the purchase
of plant, etc., and the system of writing
off 10% annually continues the profits
and the cash to pay them will be
equalized; the accounts will right
themselves.

15. It has more than
once occurred to me that at the actual
property of the Company has been so
much added to the last few years, it
would be quite legitimate to devote a
portion of the undivided profits to
increasing the paid up value of the
shares, a course for which Shiloh plan
is abundant precedent in the history of
Joint Stock Companies.

19. From conclude a despatch that I am sure will tax the Directors patience, but, at the same time, believe that a strict and critical examination of its contents will be of advantage to them. I have strenuously endeavoured to present facts exactly as they are without glossing anything over, or attempting to make a single feature better than it really is. The Directors will hardly credit it when I tell them, that the collection of the facts and figures with which I present them has occupied a large portion of my time for nearly three months, much however, as the case, and I am convinced that, if I have succeeded in giving them a clearer insight into the working of the Company, in all its branches, than they possessed before, my time will not have been spent in vain.

Yours, &c.

Your obedient servant,

[Signature: E. B. Smith]
9th August 60.

Sr.

I humbly acknowledge for Cash hand your despatches No. 586/61, and have since received final hand back on the 29th inst. No. 587/61.

2. 586-2. It appears that the Company's action in refusing mail at Montevideo has the desired effect, for they on the best authority that it at one occasion the Government to conclude the contract with the Harens line. The Company, therefore, desire the thanks of the Government, which they think anything else.

3. 590. The money due to the Company is in the Company's hands, as he was a Dane, and Mr. Dean did not wish to interfere as Danish Consul.

4. 591. Could not send legal evidence against Alleyn equal to some expenses. Understand that the house was very dirty, the plaster knocked about, and some windows broken. The repairs cost £ 5. 51. which receipt canceled, but suppose, as you say, you had better pay and have done with him.

J. Colman Esq.
Secretary, London.
5. Par. 11. Sentence that it would be safe to buy for relations andship.  

6. Par. 5. Campbell's second protest was made especially to include the loss of his effects and the dinghy, and he sent a bill of lading or hire age, of the particulars as not being freight issues. These issues state what must be done, and what form of certificate is required.

7. Par. 6. Subject matter of distribution of those fact December to assist you in dividing your insurance. The goods in the老实选三 a wooden building, ought to be covered.

8. Par. 7. The Company was registered at Government Office in April 1774. Shaw pointed out that it should be replaced, and he has promised to attend to it. The remittance is that a Mercantile Vancraft has not been sent to this office since 1779.  

9. Par. 3. Shaw explained that he shall be able to keep the Black Hawk going. I am now sending her to Sandy Point for a load of pots, and she will remain there.
until the arrival of the Pacific steamer of
the 11th August, as mentioned in a previous
despatch, in case you should write. The mail
being settled assume that the expenses
through necessary arrangement because her to
Montevideo for letters is at once cancelled.
Shave her looking into her expenses, and
find the cost last year for materials to keep
her in repair 8. 19. 5. Exclusive of the
repair in Montevideo after the accident.
Compare this with the Fairy, and remember
that the Fairy, on other hands, more than
a year and a half sleep would, and you may
perhaps arrive at the conclusion that for
going round the islands she would be
more economical if her rig were changed.
In the trade she has been in hitherto her
keel sail rig was unadvisedly adopted, but
in looking to windward of a narrow harbour
the winds uniformly heavily. As a
year and after she would want longer masts,
and new rigging and sails; her old fore and
after-tails and rigging would come in for
the Fairy with some advantage. Perhaps
or Nicholson has no doubt got his draft
the Director might get an opinion from
him of Saltmore at some change.

10. Mr. S. finds that
batches of six men sold in the first
haps of this year, the consumption in slightly increasing, and your supply has fallen behind the demand. Should you not ship by November or December, you will find a adverse market, the shippers would be a capital ship. You have already our estimate of the wool to be shipped next year.

11. Paris. Some talk for the decision about Dr. Kenton's house. One our sitting room, one medium sized and two very small bedrooms. Is enough for his wife, children and two servants, when his constant visit. He finds rooms for his son at Darwine and keeps open houses on all occasions, receiving as guests nearly all the settlers passing through Darwine.

12. Large plot appears that deeply shame falls will sell well in Atlantic states, about low woolled skins, have doubtful would it be worth while buying claret?

13. Sir, shall be obliged if you will name a fit and competent Auditor of the Company's accounts, strange of no one here. Mr. Redfern was not in London when the accounts were sent abroad.
14. Part 6. The Bank which having been illegally detained, why cannot you make a claim on the Government? If so, you have the means to make a claim. You will see, when you write to Sandy Point to catch the homeward bound steamer.

15. Part 1. The stamps shall be remembered.

16. Part 2. You do not appear to be aware that the Governor himself is practically the Legislative Council.

17. Part 2. Will remember the Councel.

18. Part 3. The account that has been made will show that the share account exceeds the same profit as before, when you consider the valuation was taken at 20% instead of 25%. The amount is 18% quoted by you is incorrect. Upon shipments you lose in 18 months than they had been in previous 12, and, after all, a net profit of 35% without the debt is uncommonly good.
19. Parke Spillie Ryan has
not paid the account. McPherson may be
able to give you some information about
him.
20. Parke's letter had not
reached permitting working copy, leading
to Stanley only.
21. Free 5. Failing to
receive the correspondence you wrote
forward, I was under the impression
that Company provided drugs for Confi
dence in my correspondence with the
Governor. Had left it at open question,
and you appeared to have ignored it.
22. Parke. Triumphs nothing
more to be said about letters, and Con
dence objected before for forwarding
those received for Black Branch. Specially
protested to put the public inconvenience
in order to hurry the Government in-
teraction, but you cannot have been
inactive enough to suppose that was
enough to share that inconvenience
myself.
23. Parke. Upon remarks
on Leah in Japan and the
absence of it in the South Camp
appear to hit her right peculiarly
on the head.
24. Sec. 3. Shaw mentioned
B.&C. advised that the matter is in process
of accordance, and he sends his 3s.
25. Sec. 7. The shipment of
pains Shaw already pointed out has not
been advantageous to the Company; the
cost of Expenditure I cannot control, and the
cost shall not be taken up on
criticizing the Expenditure working expenses
this year.
26. Sec. 2. The bulk cash
is approved of, subject to the objection
that I mentioned before, that they are too
thick for the shipping.
27. Sec. 3. Some special terms
have been made shall pay off Captain
Smith and send him by first mail, the
baskets of a long going vessel of no use
whatsoever, in harbor, he receives pay for
doing no work.
28. Some years ago I revised
the sheets for a new edition of the South
Atlantic Guide, is it out yet?
29. Owing to dissatisfaction
with Gifford and the difficulty of collecting
the small accounts, it is desirable that of
the newspaper account entirely; I have been
given justice to all that they must provide
their own paper after 12th next.
29. The German came to the Bermudas on the 11th week for provisions and coal, and I am sorry to say that although they were anxious to give us as much as possible, they found the Egeria, where the stores were too numerous to move and bought 20 tons from Dean. This time this year, the want of a bush had stopped the sale of coal, the Egeria would have taken no more than the got out of the Margaret (which could only hold 120 tons safely), So the ship shall want 30 tons a quantity and more. I have been disappointed with the Bermudas.

It is rumoured that the Bermudas are going to send an agent out who will establish a store. This for them will be bad policy, as it will place them in antagonism with the two most influential shippers here, the Company, and Mr Dean. Governor Fauquier would dislike to see either of us get the Agency, for he has lost no opportunity of denouncing what he called our breach of the Namer's the first monopoly, which he is of opinion we oppose between us. On different
to understand why we should be...
to understand why we should be subjected to such Justice, I think it necessary first to lay the facts against us. It is not, as he informed me a short time since, that I am against myself personally, but against the Company for their actions in the matter of the mail service. But he is such an extraordinary individual that he is as difficult to understand as he is incapable to get on with.

32. Mr. George Dean having gone to England to settle up with his father, who is retiring from business, the present time would be a favourable one for attempting to reconstitute our Company by buying up or absorbing the business of J. D. Dean & Co. I mention this, because there does not seem at present any likelihood of their business being handed down to a younger generation, and the probability is that some or both will be turned into a Company. Union is strength, and one Company would have a power here that two separate ones could not possess.

33. John King goes home this week, and I am told, threatens to turn the Company inside out. I had a long conversation with him yesterday, in the course of which he renewed the attack he has made before on Menzies, Clay and Patterson. There was nothing in what
he said of importance that has not been communicated in any late dispatches, for which see 286, 290, 284, 292. He has nothing against Patterson on the score of the condition of the sheep in his North Camp, which he admits are absolutely clean, but he inveighs against what he considers Patterson's ingratitude in not recommending him for re-engagement, claiming as he does to have taught him all he knows. Stating that Patterson has, under an interval of some years in charge of cattle, been one of the Company's trusted shepherds for 15 years. The Directors will receive this assertion with grave solicitude. J. King says he owes separation to; he denounced him bitterly, believing that he was incompetent, and that he (King) had been injured by his rough tongue; but he was very plain when Ged had the tools put into his hands he was a man who knew how to use them that he handled and the sheep free from scale, and that Lapovsky is now the reverse of clean. About the score of 1776 and what resulted from it, I feel much hesitation in writing; it would not be
becoming on my part to open a discussion
but rather to let the Directors initiate it
when they think proper. I may, however,
lay this much, that I see no reason to
depart from their breaches from the opinion
expressed in my dispatch of 13 Nov. 1776, at the
beginning of p. 11. I say that the Directors being further
on which the Directors were good enough to
turn our a loyal spirit, has been faithfully
and conscientiously carried out from them to
this present time. As regards King himself,
being what Abernethy, Paterson, and last
year, James Campbell have written about
him, the Directors will hardly credit that
all these men have united in a conspiracy
to take away his character, but that while
he is a shepherd of average ability, and
possesses some literary talent, he is always
at variance with his superiors whenever they
may be, and in not very temptations in this
way he attacks them. He has undoubtedly
been drunk and incapable of duty on several
occasions when it was more than usually
necessary that he should have his mind
about him, and he admits himself, that
when drunk is within his reach he cannot
be relied on. I conclude that the Directors
will not come to any definite conclusions.
before giving leave. Clayoler sends an opportunity of answering any attacks that may be made upon them. King at Roos Creek performed his duty in laying sheepkins and loose wool from destruction, for which he undoubtedly deserves credit.

Mr. Clay reports that

1. Cow Creek, North west Arm, Tunny Cove, Wharton Harbour, and Burntport pockts. have had to be taken in and redipped, but he thinks he has caught the real in time so that there will not be loss of wool, but it is melancholy to see that although there was a stock of 1847.67, Tobacco on 5th June at North Arm, and Shave since shipped 1375 lb. share. Mr. Clay reported on 26th July that the redipping would consume the whole.

35. Received the mail from Darwin yesterday, and a letter from Mr. Clay in which he advises sending a letter and chart to the latter, Shave, but I fear the letter has been undated. Shave sent a messenger for it, in haste.

36. Mr. Macdonald has some wool from Beaver Island, sent out of the Britannia, and understand he is likely to ship it by the next steamer.
37. 16th August. The c.o.

has arrived this morning and brought
dup. of your despatch N° 4 and original
of N° 5.

39. N° 135. Please define the
peculiar meaning of Kempf, which I do
not find in a dictionary.

39. Jan 4. This gives me the first
intimation of the dividend, which it has been
usual to communicate to me before the
general meeting. The proprietors are no
doubt, highly gratified at the handsome
dividend of 17½% despite the previously low
price at which the stock and tobacco were
told. The economy exercised on this side
has doubtless contributed to this result; I
should have been glad had the report being
transmitted by mail instead of being put on
board a sailing vessel not likely to be here
for another month.

40. Par. 9. The information already
sent about work will make it easy for you
to arrange shipments with the Insurer here,
and I see no reason why you should not
commence at once. As I should like to have
the provisioning of those persons Iams say
that the Agency has not been placed in the
Company's hands; perhaps when this last
Captain has looked about him, he will find
that it would answer the Company's purpose to appoint a resident agent, or
rather an agent already connected with
the place. As all counts I presume
you forwarded my application sent for
Clairens.

41. 6. By this it appears
that a consignment of seaweed has been
ordered. I have heard of, but
Dobson must have been a direct communi-
cation and if you may cause some embar-
acement, as he married a wife in America.
Vide last month. Is the passage money
paid or, if not, to whom am I to look
for it?

42. Tenor copy of a
letter. Ladd's and McClay after the
first part of this despatch was written
which the Director may think worth
reading. In allusion to Mr. Baiton and
Keep. Donin is it in such reference to a
billy piece of gossip which is not much
further notice.

43. Hope that this despatch
now going will convince the Directors
that I am just as careful of their interests
and devoted to the Company's service as I have
been any time these thirteen years: it
is perhaps hardly necessary to mention
this but I do so because I may be
attached, which my bank by persons who had reposed in Company not myself any good with and all back in that any such attack, if any be made, may be reported to you in order that I may have an opportunity of answering them.

Sam. E.
Your obedient servant

Stew E.
Cheerly.

[Ship No. 296]
[Date: Stanley Falls, 20th June]

[Ship: Stanley Falls, Cash Book 1st December 1879]

Paid, Goods, Stores &c. &c. &c.
Paid by Cheque 20th, 29th July 1879

[Extract Clay to Cobbe 17th, 26th, 31st July 1879]

Receipt for Repairs to Bateau House, Paddington

Distributions of Stores

2 Bills of Lading, Britannia Clay to Direct in 8 Aqua. Charls Leightons

Ship materials on board Camp & Stanley

Shipping agents

Statements in accounts

Analysis of New Receipts, Projects B. Langton to Coleman

Add C.S. Coleman 12th Aug. 1879
Since receiving the despatch, there has been no word the ship and having in mind the Directors desire to cooperate with the Kermadec line, have arranged for passages for King and Carlin, 2nd class, for £25 per head. This is a reduction on the first offer, and I say that Carlin, fearing the new company would have to grant us still more favourable rates, and perhaps make a return on the present charge. Carlin was promised a passage five years ago, as he and I had been discontented at being the only Company men who were not granted passages in their agreements.
29th August 1800.

Pondicherry
Via Landy Point.

26th August 1800.

Sir,

In anticipation of the arrival of this steamer, I commence this despatch, although having written so lately for this, I have not much to communicate.

2. Mr. Granfie, of the firm of Granfie, Stanford & Co., of Valparaiso, commission agents, came round in the ship and returned in the Pondicherry, the object of his journey being to endeavour to do some business here in Chili products. The Valparaiso market being opened up by these steamer, it will be greatly to our advantage to avail ourselves of it for purchasing flour, beans, potatoes, etc., the prices of which compare very favourably with those in London and England. Mr. Granfie having seen the place and therefore understanding that the demand must be very limited, would be more likely to give our orders attention than one who might be dissatisfied at their not being larger, and having had the advantage

J. Coleman, Esq.

London.
of explaining all matters to Mr. Grose personally. Hope that the
Directors will agree to my making the Companys purchases through his firm.
We have as yet had no transactions
with Mr. Carpenter, and are in no way committed to him; although, as you are
aware, I sent him in June an order
for flour, which up to the present time he has not acknowledged. Mr. Grose
is a Squire, and in acquainted with the
Captains of the Thames steamers, which
is another advantage. In connexion
he at first proposed to change was 5%, but
on hearing that there was a lower offer
from another house (A. Schüder Esq.)
he will undertake our shipments for
30% on invoice. As I wish to make
immediate land of the beans and dried
fruits, &c., of Chile, I have given Mr.
Grose an order for some small quantity
as you Enquired lest, instructing him to
draw upon the Directors against invoice
at the same time. Explaining that he in
no way commit the Company to future
dealings leaving the matter entirely in
the hands of the Directors. The total
each of this local shipment freight included will probably not exceed 80. I regard the 80.

flour I find that from July 26 to Dec. 29 the total sale in the store amounted to
2,450 bags of 100 lb. or at the rate of 1,400
bags a year, notwithstanding that for a month
the colony was without bread, owing to a
precalculation of the demand. The directors
will no doubt see the necessity of giving
us the means to get supplies whenever necessary,
as these duties have been through the company.
Citizens flour is now 15/- for bag of 100 lb.
against 16/- for Allen's flour, and is
of a better quality.

3. I urge to say that the
Company's plans is absolutely unworkable.
E. Williams, our best customer, found that
Drain was 80% our flour while ours was
50% under, and refused to buy from us
at any price whatever. The agents pay
the same duty throughout you should shift
staff that our customers Complaints in
an old complaint that the Company's run
always was inferior. Complaints are also
frequently made that our tea can never
compare with Drain's, and our sugar and
other provisions are invariably dearer
while no better in quality, having for instance
of recent quality they have been selling at 1½ sp., while our best cost 6½, and our cheap 5½. For cases and packing in addition. Our provision come from stores of Damman St., it is a pity the Company cannot buy in as cheap a market as he can, as it would benefit the store; but as long as you get wholesalers supplies from people whose business it is to fill out and shift with provisions, you will never compete with him.

4. Some time ago set up a telephone line between my house and the office, and got it into working order with little difficulty; I brought this out at my own expense, not wishing to ask the Directors to expend money on an apparatus which for want of an electrician might never be successfully brought into use. Having it however, successfully established, and having experienced the immense advantage it has to me in busy times, as I place on constantly in communication with the office and store at all times, day or night, if necessary, I ask the Directors to take it off my hands. I incline the provision amounting to £2.8.0, and have to add that I have gained...
in saying this, sufficient experience enables me to undertake with confidence the engineering of a line to Darnie, selected funds allow it, and telephonescamp are for which by the July the services can commence. 

Some years ago, 1874, I think, you made various inquiries about telegraphs, and the lowest estimate for the materials for a line past 12000, I believe I said, fees taken in the Ekinds for 2000, and the laying of lines, labour and housekeeping alone in carrying letters would be enormous, but along the advantage of being able to communicate at any moment instead of waiting as there sometimes to do for 10 days or a fortnight. Enclosed details of my estimate, perhaps Paterson would charge less on a quantity, the materials he supplies are such as very good, and you could not consent with a better price. Please remember I am not advocating a telephones line to Darnie at present, but there is no harm in making enquiries.

1. The soil begins to break up the moment this will be very surprising at the site, leaving peat and coal and doing damage without any extra labour, at the same time keeping employed the Captain and others. Sometimes in a letter dispatched.
6. Mr. Clay has written to say that he has nothing new to communicate to the Directors, and therefore does not send a letter. He gives me, however, the gratifying intelligence that he finds the Walker Creek district in a very satisfactory condition as regards lead up to the present time, although being overstocked the place are in poor condition. As a matter of precaution Arno Harbor and Miller Creek flats have been redepped, some cases of lead having appeared.

7. It seems from the reports of tallow that the weight was less by about 78 cwt. short of the quantity on which a Martin was paid his commissio, to him from the scales at Goose Bay. This makes a difference which of 14, 15, 5.

8. The Journal, August 1, and Smith to Knowles, skeletons when you agreed to pay him 150 per cent on all tallow over 200. For sheep you mean the weight here or in London, and who in the event of the cattle freezing on the voyage have legally to bear the loss?}

9. Since writing per 3. I have ascertained that Derrich young men come from Hugh Herrick Beach.
9. After the blacksmith will be obliged of you will return him his certificate which he left with you.

10. Enclose copy of a letter I have received from Bennett the cooper which places me in a dilemma. Capital expenditure must cease, pay the printer. Give me advice or I won't work, pay the cooper. What shall I do? He has a bedroom off his shop which I think comfortable, but this must be more particular. I know perfectly well that either the situation or the room are quite as good as could be wished for, but I should think the place quite good enough for a single man.

11. In your dispatch of 23rd June 1877 you mentioned that Mr. Patchett of Dundas had given the C. the consignment of his ships; but you sent no evidence of this, and Capt. Black who was here lately in the town, informed us that he was distinctly ordered to go to Deansville and

12. An appendix 2 of dep. 297 omitted to enter the deficiencies for the year of the list in 1879/80, amounting to £420 10s.

13. The official arrived on the 11th Sept. and Lane at last in possession.
of the annual report, in which they
have to point out one or two inaccuracies.
The year of trials is said to have
brought the produce with a very trifling
exception, of the Company's Farms.
349 bales of wool, 73 bales of shagging,
497 bales of flax, and cordage per
shower represent a sum of £300 to
£1200, a trifle that Shops will be
very acceptable. The number of sheep
shower was the first return, increased
by shagging to 936, and as a subsequent
account, it is not mentioned that the
increase was likely to be repeated, but,
on the other hand, it is stated that
the number of lambs (37, 1776) would
probably be added to from outlying
stations, whereas this is the number
according to the second and final returns,
comprising the mixed lambs that came
in with their mothers at shearing time.
Finally, the previous seven winter was
said to have been a mild general season,
the severe point is having been that of 1772,
and I am not aware that the number
of lambs born or of sheep clipped can be
affected by the weather one month before
the former or born.
14. Mr. Clay has asked if he can make the visit to England next fall, which was proposed some time since. I replied that, if things are going on satisfactorily, there will be no objection to it.

15. An opposing country of the United States, if it must be allowed, the Black Hawk to give her what she ought to have turned.

16. Gill has lately been in, and I have granted him the lease of the Island, which, in accordance with the instructions contained in your dispatch, is strictly to be held in trust, and is subject to the provisions of the property act, end of the lease, and compensation for improvements made by the company, is possession of the island. He, in three points, declined to compromise any claim without referring to the Directors, and, with regard to large Island, without altering any more of the company's land than will be sufficient to grant him the use of the island for any one year, should the complaint require it for themselves, a contingency that is just possible, but hardly likely.
The following are the movements of shipping since last mail. The Lord Romford and Annabella put in for water, and the Lady Mary for repairs. Messrs. Raleigh was here for a week, but lay outside, and as the weather was extremely bad during the stay much communication with him was impossible. The Dinner Law of Glasgow was abandon'd on five new letters and she was landed on the land. I abhorred the Persuances both Government for £35 to fetch them in, which Perrins did in three days, although he had strong 50 yards against him, making also £3. 8. 9. 10. in days of a boat he did very well.

15, 20th, Sept 17, 40 p.m.
I have just read your dispatch 366/1. I sent two in duplicate, but cannot go through the innumerable reply, as she will not be posted at 3 p.m. I can however attach to this 1st. Cape Diana. The concurrence of things is astonishing, enclosed are copies of letters stating the arrangement made, with his he gave me his copy of the agreement which I destroyed. The copy I sent forward. Shape said...
not make a mistake about his thought the letter would sustain the Company sufficiently. Thomas Agency, which I
doubt have been better to forward any
application for the Agency, as she
Capt. Leesman is only out for a year,
and a local agent is likely to be appointed.
However, in writing back I enclosed
a copy of the application and the Company
will get the agent in Aumeister to
support it. No doubt the Directors will
consider it desirable to have the agency
in the Company's hands. I am much
obliged to you for attending to matters
of my lamps. I am by,
Your obedient servant

[Signature]

Manager.

PT Just before closing I have
been in receipt of the dispatch of the Comma-
ner, London, for T. J. in 34. 15 S. long
40. 20 W. 148 days ago, i.e., about 27th Aug.
That one looked at the Commander's signal
letter and found them to be PYNT, and
as she prizes are PYNY there can be no
doubt. But she was not received, and should
be here any hour. P.Y.C.
Enclosures

[Handwritten text]

C. N° 3911.
Dated July 6, 1881.
Statement of goods sent in boxes 1880.
Rough estimate of wood 1881.
Total $56.00.
Cost of telephone.
Difference between $56.00 and Valparaiso prices.
Camping wages June 20.
Copy of Cobb to Breeds.

- Barrett to Cobb: 3 or 15 Sep.
- Cobb to Cooper: 15 Sep.

Book of cattle 1880.

Shanghai to 6th of Aug. 1880.
Cash On hand - $0.
Copy of "Field Case".

Shipping Report.

Statement on 6th.
Copy Cobb to Deen.
Copy Deen to Cobb.
Stanley.
22nd Sept. 1850.

Dear Sir,

In reply to your letter of 16th August, I have to inform you, with reference to Herbert A. Whitehead, that after working about six months in the Camp he shipped on board one of the sealing schooners belonging to this place, called the 'Louisa,' and is supposed at present to be sealing in the neighbourhood of Cape Horn. When she returns home at the end of the season, I am sure he will be heard of him if he is still on board, and shall be happy in the meantime to take charge of any letters his friends may wish to send him.

Yours truly,

[Signature]

[Address]

P.S. Schooner 'Indefatigable.'

Imperial German Consul.

Alex. Sidney.
Falkland Islands Co.

Stanley Yours of British Stores London
13 May

£1

525zr 210 34.26.8. The 1536 gold £3 22 19.
224ygh 56.4.3.6. Cheshire 150 day £6 3 13 6.
297150 M.6.7. Manchester 1796 gold £1 4 0.
300115 6. 6. 3.0. 10p34 63. 17 31 10.
20141 Whit. Porv 54. 7 5 2.
29522 a lots. Brewer £16 3 4.

15 0 16 0

29th

Septr

150 16 0

To 606th Stanley

In favour

29th

Septr

150 16 0
Falkland Islands Co

Adventure B & A Smith London

11th 1819: 235 3/4 hogshead leaf tobacco
25s. 6d. per hogshead
9360 cwt. @ 25s. 6d. 0
value £1060

236. 0. 0

Samuel B. Ford

J. W. Hook

29th Sept 0

E. W. Ford
Oct. 30. 1806.

I have to notice the arrival of the Stores of Napped on the 20th, and original of your dispatches 1804, and now reply to these acknowledged in my last for Washington.

The whole event will be of little use to any one, having very small carrying capacity.

I will do what I can for the Crystal Palace exhibition, but it seems to me that samples would be taken from the bulk of what arriving in London. The samples are very expensive, and may penguins are rare. I will however do what can be done.

Capt. Brown has that the Thomas line will get but little support except from the Company, as far as he can see at present.

Capt. Smith say that he has paid last call for Sannes, and continues in addition to the 52. 30.
paid by you, and has received it.

b. Par. 3. The "amount of wages earned" refers to regular wages, while payments are usually for contract work such as junk cutting. If a man worked on his wages say at 60 per month for a week and a half, the wages earned would be entered at 30 per week, and the money due him for cutting that week's remainder of the time at five yards would show in the labour payment column. The "total amount paid" represents the actual sums drawn by each man in the quarter in shillings and pence, any per of the time he was on wages in each week, due unless the large balance always standing to his credit in the yearly accounts.

p. 386. These men are a difficult people, I have had some trouble for this scheme which Italians are his bully and shall be glad of a report on them.

p. 387. I enclose a letter for Mr. Butter, who should pay something in if he is not going to part with Goodwill.
...the green cannot be burned, as it is impossible to dry it. Allusive to it might be tried with sulphuric acid and burned in the manner. As to the other short 100 ft. by 80, which is 200 yards from the setting house, it only holds about 2000 or 3000 2000 feet, and though there made shift with it by hanging some thin double and taking a thousand or more.

Dunne pointed out, it is obvious that it cannot be used for cooling carcase. The examination of the highly tallow will decide whether it will pay to provide hanging room or not.

10. Ser. 6. Therefore, states that they could get no decided answer in London about paying for the drugs used on the company's people but as the Directors have followed the Government precedent with regard to the last pay, and the latter supply drugs for their own patients, would it not be better to make this connection to those him? He says, his firm supply will last a long time and would say the Directors to remove any grievance that they personally can for Dunne as it of the utmost import...
to remain on the most cordial terms with him, and I very much regret to say that this appears and his refusal to improve his house have caused him to grumble increasingly against the Company not only to me, but to the men in the Camp, and to have an opponent of his standing and influence in the very midst of our people would be disastrous. I could add a story and hear all about his house without great expense.

11. [An 8] I am of opinion that in charging in October the Director would be beginning at the wrong end. As the ballast must go by sailing vessel and there is no urgent need of any heavy goods at present, why not send the earlier wool by steam to or to get it to London at the beginning of the year?

12. [An 10] I shall be able to tell you the rice's value as a book when I have given you credit for all the fittings and provision taken out of her.

13. [An 72] At the time of
closing the statement for Glasses, it was not possible to give the exact amounts of the most important articles as they had not settled their accounts before post time.

11. 

Await further instructions about shipping produce, reporting that Shimbly the carrier lots should go by steam if any do. Send a moderate amount for goods particularly wanted, and if we have and both the Dennis Bennet and the Sea Witch he might want some dead weight in which case some Bartholomew's iron might be shipped, and I will add our requirements to the list.

Doubtful as you may estimate at 10% for wool. Bundle copy of a statement please give Capt. Bennet as to the relative weights on wool by steam and sailing vessels and whether he intends to inform the Directors that they cannot expect to get freight unless they reduce their terms to 70%.

I let passag, the first class fare to Havana in £32, pay £33 to London, but as the Royalpacket Pacific will carry our passengers at £50.
and she gave hence to Monte Verde in 1789, there is a difference in favor of the English. Company of 1764. For this which will not be repaid in the cost of transport and board in Monte Verde.

18. Par 2. I think you will find that Campbell states in his report that he landed his effects safely at first, but that in taking them in the supply from Georgetown Bay to Sandy Point, he was captured and lost them. The effect of Capt. Allis's account to take the ship Guardian seems to save all the mariners and effects; but the latter was unable to spare the time although Campbell says he lay at Sandy Point a considerable time afterwards.

50. I shall endeavor to work the matter of the cases with the Trustees. Surely Capt. O'Barr has never been looked upon as a disinterested person, so from first to last he did all in his power to injure the Company and the Dean, whom he had an opportunity of denouncing as foul means. People who stood in the way of the Company's advancement. The answer to
All letters of the 28th August were obvious and Slope was made up to this effect, that the words quoted were undoubtedly written by you but were subsequently rescinded and the words which they refused was actually carried down, that they did not refer to the mail offered by Mr. Ellison in April which Mr. Lumphey actually did offer to convey for £20, as you stated, in his letter to the Minister of 25th April. It appears that Dunn showed his instructions to Mr. Ellison, and the latter sent the extract quoted to the Governor.

The Director knows about cattle have varied so much from time to time, that I cannot be warranted in not act without consulting their wishes; it is not long since they wished the same feed to be increased to 10,000 head. If I had my way I would look upon the whole lot as penned, and eliminate them. They number 2000, and occupy the ground that would feed 20,000 sheep, and was that we are pleased for them, and have to feed a chuck of breeding. It must really be considered whether it is more profitable to keep that number of sheep, from which we
15. Dec. 4th. Have got a sufficient quantity of Mr. Dougall's dip to try it on a large scale this year and full details shall be sent. You are right about small trials being unnecessary, they are also wasteful as the dip has to be drawn out each time, a new one is tried and the stuff then runs away as wasted.

I am, c.

The fencing proposed by Capt. Parks would start from the Bulkhead and passing the end out of town. Thence point to the head of the harbor, then running along the boundary to the head of town. The distance would be 11 miles in the round and the description of pins getting into broken woods in the swing, with posts set 20 feet and wooden dippers,

left one yard back, binding wire, showing posts according to manner of the greatest 200 feet apart, wire galvanized on said. Wire should be bought by the ton from Atlanta, Warrenton, who supply the best.

Cable No. 2, asking a price complete at per yard is a mistake. The post can be got from Sandy Point and the swing also which are better than...
left were placed. Captain Parkes says he is too hard up to pay for his time yet, but hopes if we can
soon to do so shortly. At present we have the two Blaine's Pleasant mill keeping the boundary from daylight
to dark, and Captain Parkes has two doing the same duties, the object of both sides being to keep the sheep from
going within a quarter of a mile of the boundary, by which a quantity of good
foot is lost. We are also in danger of
loss from which his sheep are by no
means free. When the Company are
able to support it. Shall he glad also
to pursue the northern side of the new
settlement in the Canaan land, say from
the head of Pelicanus to Blaisdell's
which now takes three shephards to keep
properly. The Blaine's would share the
temne as far as it runs with him, the
total distance appears by the chart to be about five miles.

It, Capt. 30: Considering that
the only time I have to bear the responsi-
bility of getting news from the head
I received a private letter from one of
the Directors since that, simply containing
me and biding at dismissal if I
did such a thing again you cannot wonder at my  preposing to take the Director's opinion
before acting. Perhaps on account of the
expense it will be well to wait a season,
and try our own ears, but some of which
we have now a quantity. All the large in
the North Camp except Cottons were saved
by our sheep and Tommy; small and
Cheviot rams this year, and the improve-
ment will be noticed at the shearing of
1831/2. I enclose some samples of Cheviot
and Cheviot cross from the North Eddie
rams, which seems to show more to the
Cheviot side, these young rams we shall
put out next May, you will observe that
the two places are larger than the rams.

21. 369 9. Rings informs,
me that the square rams pulse as much,
asked for, as they hold faster than the
round ones, and that he does not find
that they affect the wool. He also says
that the piece square points 'tend not
to some times pulse, contrary to order, are
very objectionable, and will never sell.

22. 371-17. Upon reading
my statement showing how short-handed
we are for the shearing season Editor
the Director will have put Simpson
out. As regards Dobson who appears
to have ordered a wife just as a piece of furniture, considerable surprise has been expressed that the Company did not have been bent to such a proceeding, knowing that the two had never seen one another. Fortunately, Coole has agreed to pay her passage and expenses, and will probably hand her over to his young brother, who is on the best Falklands: but is understood to be not averse to marriage. Michael Coole, is better looking than his brother, and as long as the Venetian's affections cannot have been very deeply engaged, this temporary hitch will not in the long run be prejudicial to her.

23. O. S. The article on the Falklands is apparently written by some one who knew the islands some years ago, when Littlejohn had Stock Island and the Town was running, and has added sundry bits of information picked up out of Blue book reports; it is curiously inaccurate and misleading. There is not an acre of land planted, and the hundreds of labourers who are advised to come out would find starvation before them on arrival.
Con. I have given particular of the seals and fur-seals proposed to Capt. Campbell. In your letter of James Grant of 18 August you have repeated this offer, which, if accepted, will bring in £425. If you were of course not aware at the time that Campbell is no longer at Water-Patte, having taken charge of the third flock after the king left. Not only does his flock require all his attention, but he is in a place many miles distant from the nearest tea house or Thing-penguin, it is certain therefore that in offering him £425, if he were the islands on behalf of science you would tempt him to neglect a very important duty or resisting the temptation as I believe he would, you make him supposely aware of the fact that attention to duty has caused him to lose a sum which by no means a trifle to a working man. Believing that had you known the circum.

stances you would not have made the offer, I have taken upon myself in the interest of the Company's third flock and of Campbell himself to delay forwarding it until I hear from you in return. I have him at
Adieu Creek a few days ago, where he
was told he could not now resist quelling the
Lambers as he could at Dutch Bank.
I desired Cawney of the Terra to get all the
specimens required when passing through Charles Island
from time to time, and to take them to Cawney for preparation.

25. I find that the freight
and expenses on cargo shipped for
hlyjah, apparently to place in charge,
amount to £2. 10s. 0d. The ship of
Broe, having sailed here than a fort
night afterwards with her between decks
empty, it appears to me that had the
above sum been thrown in a lump into
the Thames the company would have
been distinctly gainers of the time
spent on the first vessel. Perhaps it
is not my duty to notice; but after
the severe economy lately ordered, one
cannot but shun if sense be taken upon
the proceeding as an example to be
imitated.

26. Captain Luck has an
inventory or accounts of the cost of the
year of Bragg's fitting; and, still
perhaps, not some of the provision bills for
this voyage, by which thought to credit
her with the presents taken into the Park. Captain Smith is taking an inventory of the stores paid over the side, and will send you a complete account next mail.

I gave the ship a new pennant for this voyage, which was hardly economical, seeing that she ought to have been paid out as much as possible. Capt. Smith claims a table looking glass, and an ivory barometer as the property of Capt. Dyer.

27. Wishing to get rid of the accumulation of cheap fustian at Goosnargh to a certain extent, some shipping 60 bales by this vessel for London. 30 bales are made in the wool press at Davenport, the remainder at Goosnargh. 10 bales packed with an improved kind obtained from Mr. Baldwin (3 of them) and one taken off one of the bagging bales. Have given a sample of sails to Capt. Smith for you. He thinks one or two may be of the others. It is impossible to make a good bale without a boy, and take much longer to deal for this purpose. I look on the Goosnargh wool press as a failure. However, as the Davenport wool press with a 3th press, appears to be nearly without end to make one heavy bale, and press them well, I propose
to transfer it to Gouan Grove, and have the stone press converted into a wood press. The pumps, pans, and pulp, uprights will do, but a new head and bottom would have to be supplied as well as the plate on which the bottoms of the box rests. New boxes are not required, the present ones are 4 ft. 6 in. inside measurement and think 4 ft. high, it would be advantageous in fitting new Ironwork to allow for boxes 4 ft. 6 in. long 3 ft. high being provided lath on that is to say allowing enough between the platform and the cyclist (battens that is the term) to the castings belonging to the stone press which are as good as new. Poles should give us a fair value. The press I am writing about came by the Indore and Traverso.

20. I have said several times that the stone should be as cheaply supplied as possible and have the benefit of all discounts, in order to meet competition, but have always been told that the London office is entitled to the cash discounts. Accepting this I must make a stand for these discounts.
By the sever. Received two miles of
framing from T. Robinson Co. at 7/8 d.
yard, according to their catalogue, but no
half penny discount. Now any private
person, a member of the Army Ordnance
Co. no longer could get 22 1/2% off, Robinsons
published price, and of course, a public
company which always buys on the best
terms can do the same or better. There
were but off, T. Robinsons, furniture there is a trade
discount of 50%, but any of which appears
on their price list, and secondly mention the
instance of the London office is to
swallow discounts in this appallingly
way it would be better for the Island Admin-
istration to enter into some benefit form with
shipping agent, like H. Tingel Co., who allow
all discounts and only charge a commis-
sion on purchases. What I mean to say
is that the London office should not
buy direct for the Island chain outposts,
and that if such discounts are
copped here none should be allowed.

29. The Romney Marsh rams
were all arrived in good order, and are
considered very good sheep. Having however,
get a large number of young rams from those imported last fall, and not having asked for these, there was no necessity to send them, and it is an expense for which I must not be held responsible in summing up the farm this year.

I am, the last post having been brought from the Bowers press last year, returned from North America, being a misprint. It was consequently of no value to me, and I have had a few new teams in patronage, which I have no doubt will work well. What can I do with the others?

30. Please abstain from sending useless books for the Ramapo library, and to old Lloyd's Register and the City of London Directory for 1792, which are of no possible interest or value, and are therefore not forwarded.

31. I send a letter from the Magovief who refuses to take the letter, saying madmen about the disposal of which please instruct me.

32. The enclosed copy of a memorandum I have given Captain Keenman about the freight home he has forwarded to the Norman Company, and he agrees with me that the Colony
cannot be expected to purchase the beam of steam communication at the dear rate, although people would hardly grumble at some advances in sailing freights.

34. Capt. Leaman is strongly on the subject of a steamer to do the island work and take the place of the schooners, and there can be no doubt that one would answer if properly managed, for the loss of time caused by strong head winds and calms to the sailing vessels is excessive. Indeed is a copy of his estimate with some notes of my own, to which I have only to add that she should have room for 200 bales.

35. Shewn taken the 900 rate for sheep shearing, for a bale. Shewn examined weighing 3.7 lb. measured 31 ft. 9 in. and the freight at 900 rate comes to 18.13 against, at 900 rate, 39.7. These things go at something under 2 per cent.

36. As the leases of No. 19111 (Mount Pleasant) fall in next year, when I shall be entitled to buy 1000 acres, or, at 41, I think that I ought to do it, lest there should be any trouble about the renewal of the leases.

37. Have lately been in...
the Camp, and am glad to report that the sheep promises to be a very good one.
I saw a large number of sheep on my way to Darwin, and afterwards in the desert, sheep with a small exception to be mentioned presently, to all appearance perfectly clean. I also went to Watson Creek and rode up through that district to Boddie Creek and found the sheep well watered, and little or no trace of having been encamped. Later, too, I have lately been seeing Mount Edmonston and the adjacent high lands, and have got hold of some sheep, deathly sheep, that have never been dipped. Many sheep that passed through the Darwin sheep pens walked as shee with saddle, and these were without the mark. Such cases must happen as long as there is no fencing to prevent the sheep wandering or the mountains, and they cannot be looked upon as destroying the character for cleanliness that the North camp sheep is thoroughly deserved. No doubt fencing would protect us from a great many dangers of the sort.
38. I did not go to the bank, but, as I shall see a part of the town at bank meeting in about a fortnight's time, when whole stocks are collected together. On these I hope to report on 24th next via Sandy Pont. I am glad to say however that this account I heard was highly encouraging, as the tax of clipping appears to have entirely arrested the progress of the bank. On the whole I think I am justified in anticipating a clip of 1100 to 1200 bales of last year's produce, though as there going to have been previous notices for the elimination the actual number may be less.

39. One of the shepherds wrote to me that if you would insist on rice instead of coarse oatmeal, a great deal more would be consumed in the camp.

40. I was a good deal concerned at the condition of many of the shepherds' houses which for want of paint are never pointed nor made tight. To economy ends they have not been painted; but I find the repairs are becoming so heavy that I am sure it would answer in the long run to make a practice of painting each building as soon as erected. The damp in priters and the
drying points in spring cause the)
bar wood to swell and shrink to a
surprising extent, splitting in every
direction, and in the course of time
rotting; the nails bend, rusting, and
allowing the boards to come away from
the framing. As the whole of the
houses from Barusto westward have
been or are under repair, I should pro-
pose your sending out a good quantity
of the newly prepared lime coloui
paint or supplies for Ramiro last
year, and I would, spending the
expenses over the next few years, paint
all the wooden buildings on the rehabilitated
port. That would, I am convinced, be
an economy, if the Proprietor approves,
you should send 2 boxes of stones and
dust, chocolate for doors and windows
as per Hacklyne last year.

Dr. moro. Stulk has
a bad knack of building choking chim
neys, which cause our poor guests dis-
comfort. As usual, the houses are the
cases, 25 to 30 ft. long by 15 to 18 ft.
wide, with the chimney in the middle,
sometimes single, sometimes double, with
a fireplace in the inside room, could
you not get an architect to draw a
plan for one of each sort that would
she did not dream, and according to which
she could work. I think he hardly
contracts plans sufficiently above the
fireplace, and he builds his plans perfectly
straight - I have always understood that
they should have a sharp twist or bend,
those in my house have, anyhow, and
I am thankful to say we are never troubled
with smoke.

152. Gordon does and family
go this time, and as I hear his wife in
near her confinement I send them second
class; they will go by an English steamer
from MonteVIDEO. The third class is
the German steamer in these days poor,
and passengers have to provide their own
blankets, eating and washing utensils.

I should like to know how the Directors
with their people to be sent. I remember
in the matter of France being asked if
for small economies it was worth while
prenning their displeasure. Usher, who
has heard, told me he certainly complaint
of being barked with some of the dirty
people who travel from North America.
For instance, you will remember the case
of Iris, who arrived with Swans in England
last year. Gordon does it hearing through
a difference of opinion with Paterson as
necessary work on Sunday. Last April
He was so sleek, his pluck, even at Darwin for riding, and one Sunday morning, he was taking them out to graze and get water, when one dropped dead. The birds were just beginning to hear it to pieces when Potter, on happened to pass, and told Jones to take the skin off, which he refused to do, with many others, on the ground that he would be distressing the cattback. I was very careful to avoid wounded the susceptibilities of the Scotch on the cattback question, but in this case I considered it necessary to support the views here my self a Scotchman, believing that no reasonable man should refuse to do a necessary piece of work of his kind. And the eagerness been kept until the next day morning. The Johnny North would have destroyed the skin, and so would have been blowing all over the camp. Puce learned the member notice to quit, and I was not aware of the opportunity of parting with him, as he is of very little use.

24. Same of the planed boarding in Fire. December 1779, now being used for bulwarks of a German ship under repair in a dock and dry dock. Capt. Smith has seen it, and will tell you about it. Arnold's plan has lately been complained of by the Carpenters.
44. I received a note from Mr. Sturley asking me to pay $3,143 for some goods ordered from him. Just before the entry was made in the statement enclosed as invoice No. 1, the discount of 10%, having been taken off, reduced it to the above amount, but the discount was scratched out in red ink. Mr. Sturley having evidently received the invoice direct, how did it come as part of the cargo, and do you intend to stick to the discount?

45. The vessel has been dismantled, the machinery alone being left in her for convenience in discharging, the bricks and part of the coal and planks are left in her to be removed as wanted. Captain Smith, the master and cook, by mail, the crew I have engaged for the working season in the Camp, to finish up all your orders as per written agreement, thus helping to fill up the required number, and saving their passages to England. I have made Captain Smith a present of the binocular glasses, which are not of much value.
46. In addition to remarks on the
house and stores to report that I think
the wood in Kinnear's possession is
each as simply turned blocks of wood
without a scrap of iron on them; this
I have pointed out to Capt. Smith.

47. With reference to Mr. Kinnear.
I was incorrect in saying that
anyone could get 20% discount off
fencing, this refers to wine setting only,
but there is, nevertheless, due to be a
trade discount that the Island admini-
stration should have the benefit of.

48. If you are not expecting
this lot of sheep from Mr. Kinnear's,
Mr. Hamilton to insure it for £500
i.e. at about 5/6 per sheep, forwarding
the policy to you. There are also 210
bales wool from Mr. Hamilton, and 17 bales
of which Mr. Hamilton for his Errol.
You had better open a policy for produce
including fuller's earth, the ship was
aground on the way in, and although
she came off without a scratch, her
freight would have made a mess of her.

49. W. H. P. Bladen offers 100
shillings for £5. Mr. Kinnear 20/1. Bladen
35/- per piece 425 for Langwell. Bladen,
wants to export just under £3. Perhaps
this reason we had better buy an extra
I have to report several shipping casualties in very severe gales at the beginning of the month. The Aegean came in to shop a small bark, and the U.S. ship Arrows glanced for greater back, consigned to the span. The German barque Schiller, much damaged, has discharged all the grain, her bill will be 2000 or more, and it is arranged that the advances are to be on bottoming at 50%. Public credit can be arranged and payment made in London at the usual 74%, a telegram and reprefentative ship's will catch the Schiller in London on 19th July at ship's request. The Odilia will load of hemp split, full length and pieces, although under the Spanish flag is owned by J.H. Thelens of Liverpool, on whom the Captain will draw. A copy telegram in an article - Federal Schiller Wilgen Bremer of bottoming paper Thelens Odilia Thelens Liverpool.

Messr. D. H. Wilgen of Bremer and Capt. Gernander tells me, a house of high standing, and I should be glad to dispense with bottoming in cases when he can tell me from his personal knowledge that the credit of the owners is uncontroverted. He has given a quotation about obtaining advances held against the port.

Mr. Thelens has written to ask if you will get him at Liverpool a single copy of your agreement.
52. To show remarking for the Black Hawk to the Sham alive. Campbell to come for me, until the 1st Dec. then being a long distance report about the islands again. She goes on the usual terms, taking our share toams proceeds, and the oil in the ground down at Copeland.

53. Having ordered a case of books chiefly for the Camp, for study. Shall be obliged if you will allow it to come under the Company's mark with cargo for Laco 33 Dec. from Annapolis, instructing him as to the shipment.

54. Have made inquiries as to their draughting in Scotland, Sam inclined to think some of our loggy land may be made salmable particularly in the southern latitudes. Also of Blakes, my brother in Italy and M. S. Blake at Shannon. They have reclaimed some very useless camp in this way.

55. There is a difference of opinion about Whibum's canvas. The Captain of the Cheer, the sailor, and Hawker saying that some of the canvas are mixed here and there, and that it would not sell in England. Captain Smith on the other hand declaring that mixed threads will be found in all canvases. About the irregularity there can be no doubt, I have seen it myself.
to rms, new facilities for shipping and unloading cargo will have to be provided by some one. The two chief wants are a capacious lighter and a steam tunnel. The lighter should be 20 ft. x 12 and 12 ft. deep with a large hatch. I am going to see what one of the Carpenters would contract to build one for saving some of the largest pieces. I note the steam tunnel which should be 10 to 12 ft. feet long, one would soon pay for itself, buying lighters and boats, shipping ships, and attending vessels under repairs and so. Pet Williams running carpen ter and labourers on board, besides boarding men, a boat crew of eight acting 50/150. Having right or some passage given up my sailing master stands to get the Director permission to obtain a steam tunnel of course if there a favorable opportunity to buy one for pleasure and profit provided the Company does not buy one for themselves. It might be of advantage to them in several ways, and I hope they will not consider it necessary to purchase a privilege already granted bome of my subordinates, their engines. I do not say that Scholts above available, myself but would be on the lookout for a good bargain.
57. 20th Oct. The Emancip kept fast coming; but with no mail or English letters whatever: she has bought 800 bags flour from gunman and an assortment of produce from pruys and Hurstburgh, and no other cargo for anyone.

58. Mr. Williams showed me a letter yesterday she had written you about her sons John and Richard Aldridge, and I said I would ask you to arrange their passage as economically as possible. Mr. Williams being a regular customer.

59. At the last moment finds that having to provide quickly a large sum of money for wages on the disabled ships, all of which will be sent to London, and some rents and duties falling due next month, the safe being now almost empty, she was obliged to be on the safe side, to send Monterico for 200 in addition to what is put into mail, and accordingly drew for that amount in favour of the London Union Bank.

60. There being no news from you or the Directors, I have now to suggest that if you cannot arrange for heavy stuff with Mr. Dean, and can get a reduction on freight by laying, you should send a several ton 200 to 300 tons at the end of February to be
have minds of all, large enough to carry 500-000 each, of bales, and fill up with any wood there may be sent. On the
instant. I send three letters what may come by sailing vessels, and shall bring to your notice specially the size of the largest
oak lugs ordered, a size that you are forewarned not to send before, but which is commonly required for the purpose of large
ships. The quality of oak lugs should also be looked to. One has just been cut up for the section that has had to be condemned,
this is of course a great loss. I hope that the rest of the pur materials must will be received as quickly as possible.

Sam B.
Your esteemed service
[Signature]
[Signature]
CLOSURE.

Date: Sept 18, 182

1. Rent on cattle.
2. Stanley & Co, Cash Book, Aug
3. Rough estimate of wool
4. Llamas paid in Nov, 1820
5. Statement of estimate of telephone consumption next month, 1820.
6. Cemetery readings to Office, 20 Sep
7. Document to custom, 20 Sep
8. Bill to Pearson & Co, Saving Machine
10. Ledger Balance, 30 Sep
11. Wages, 30 Sep
12. Statement, 30 Sep 1820
13. Memorandum to Capt. Leesman
14. Capt. Leesman's estimate, costing Leesman
15. Copy of agreement with Mica's crew
16. Mica No. 366 for 87. 600
17. Indent
18. Samples West
19. Statement on account
20. Shipping Report
21. Date of shipments
22. Copy letter to Capt. Fitch, 12 Oct 1820
23. Copy to Coleman, 27 Oct
24. Hitchcock's letter, 10 Oct
25. Notes on Mica's cargo
26. Copy to Directors, No. 26
27. Open letter to A. Bailleune
28. Copy letter to Humphreys
29. 12th M. 389 for 8, 000
30th Nov. 1810.

Mr. 

There is little to write up to the present having none of your dispatches to answer.

The Caimans, more belonging to Mr. Cholmondeley to Liverpool have put in with eight beams in the lower deck broken, and being an iron ship there are no means here of repairing her. It will be necessary to have new beams made and sent out by joint steam, which I presume will be the answer, together with the barrens which the Captain wants can be acted upon in time for the season. You will of course communicate with the owners. The ship being in the Company's hands and suppose will allow them to see the Company's registered word for telegraphing to MonteVIDEO. Capt. Scott thinks a foreman and blacksmith should be sent out, but if you could satisfy them by reference to Mr. Elgee's former employ in the Clyde, that he is capable of doing the work the owners would be enabled that:

F. Coleman
Secretary
London
Esperal, a holidays, has asked me to
get you to send out his detachments, which he left with you. The dock
planking for the doors, and cannot be supplied here, but I thought
desirable to send it from England.

Hence, a steamer could be gotten to catch the steamer, and I could write
for Skin to bring up the ship from

3. The German barque

C. F. Brandt, of Bremen, steamers.

for Honolulu came into Port William
on the 10th just, on fire, and notwithstanding all efforts to put it out the
burnt to the water's edge. She had

a very valuable cargo on board, a great
part of which has been destroyed,
but there is some left, and the

Agent is working at our expense at

39%. It is impossible to give

any more information at the present
time, as the first draft has not been
brought up yet. The usual balance

was to be responsible for, in the event

of there not being sufficient funds

on hand.
4. Went to Danvin on the 13th for the purpose of seeing at least one flock back outside and inside hogs in the wet during lambkeeling, but had a most unsatisfactory journey. On three days from the 15th a gale of wind and snow and rest entirely stopped the work, and on the 15th I was compelled to return to look after the work. I am glad to say, however, that I escaped through large numbers of sheep without seeing even one broken foot, and from the encouraging reports from hogs in can still more confident of the success of the coming year. I send a piece of the same I have directed Mr. Clay to prepare for the exhibition. Mr. Danvin also wishes to forward some samples, and hopes to receive some more in reply to the enclosed circular I have sent to the west. I shall forward the samples for Danvin.

5. Would like to draw the Director's attention to the desirability of putting lightning conductors on the two highest chimneys in my house. The storm, though rare, being at times very severe.
6. 24th Sep. The Elbros arrived early this morning, and cleared direct alongside the Agria, where she is now discharging. Your dispatch 970 received before 9 a.m.

7. 29th Sep. I did not understand clearly from your lately received dispatches that it was actually intended to charter in a Canton vessel, but I now infer from your letter that he will send a vessel to arrive middle or end of next month; under those circumstances I do not see my way to shipping coal by the Agria without the risk of delaying the sailing vessel. I am, however, prepared 150 tons ship-stores and will do my best according to the weather and consequent progress of the shewing, which began to proceed.

8. 30th Sep. The present stock of ale is 10 casks, and consumption about 10 per month; this however is uncertain, as it depends upon Dean's supply.

9. 1st Oct. I will give the question of the second vessel the best attention I can on this busy day. If you send two vessels now
together. 1000 boxes have arrived. I do not
see what chance you have of shipping
any quantity of wood by three steamers. And
it has been left to me. I would have shipped
for Boston and Sri, and chartered hemp
the latter and the remainder. But since I
cannot do on my own responsibility. As
to rough range out I want no bide or
house calls for some years, and it is quite
too early to make an estimate of quantity
of tobacco required for the shipping of 1851.
By whatever happens, you might have the
same quantity of shipping materials shipped
lastly for 1851. 500 hogsheads each as per
last order, and the logs and poles. Table,
4 8x8 1/2 for corners of fencing of about 1200
for miles you might ship
200 20,000 of, according to the Director's
decision to such fencing. Shaltome:
40.00
shading pillars for every 390 per and
wire from Ayrland for paper to a fence
of this same gauge as used in Ayrland.
No. 1 in catalogues as the two left on
shaltome being the others. The weight to be
Estimated from the table of yards per mile in the same catalogue. If you send 15 or even 20 miles of this fence, it will be most serviceable for Pakshi and Bonnie boundaries, and for Laponia. At present we place the poles 45 ft. apart, but intend to extend it to 50 yds., it is a most excellent fence. There is not much difference between English and Chinese posts or to pairs, but you might ship them if you can get each ones 6 ft. long and 4. The rest of the things noted on your list can be sent if you send the bill, but we have been ordered 100 tons of Blacksmith iron for a spars already ordered. I am really unable to order any more rough or heavy goods, and can only add that as the quantity is so small, and you wish to by the steamer a vessel of 250 ton would be ample large enough, otherwise you will have dead weight. 50 ton hide salt will be enough, and if you can send hattered bale in the steamer on this side so much the better.
10. I am 5. The North British dividend as of one share to one personally, and freight should be paid in London.

11. 529. 5. Make National Insurance Co. offer to insure the house for less than 90%. Being an agent of 21 years standing for the North British, who allow in 90%, I cannot take business from them unless the National offers better terms.

12. I should have been glad to see expressed in words the directors' evident change of opinion as to extravagance here, caused by my explanations, but it is satisfactory to find that the latter are approved of. As they still, can they do under the impression that it is possible to reduce the annual expenses to £10,000? In regard to Mr. Clay, the directors will remember that they placed him in authority here notwithstanding my strongly expressed opinion to the contrary, and, having done so, I don't think it fair to leave the termination of his agreement in my hands.

13. If you have not the plan, I will remind you that the house at Darwin is but one containing two rooms.
The text on the page is not legible and cannot be transcribed accurately.
Director like to have for ship and for
fabricators. Linen could be cut, or bag
sent out, for last season for shipment
Feb. to April. Expenses and importing
be small.

17. Jan. 21. Rain prior to
North Wind at the expense of the squadron:
a most economical arrangement in the
middle of the working season.

Penguin skins, but can send the Crystal
Palace auctions, oil, and wood as arranged.

19. Jan. 22. Ihnen any penny
of dogs now to be had.

20. Jan. 22. I am glad to hear
that Mr. Carey is coming out, and
hast that much good may arise from
his profession. 28. Jan. I have seen
heard nothing about my brother, who has
not sent word writing for London.

21. Jan. concerned as to the
safety of Martin who left Darwin with
men in his steam launch on the 27th for Banky
called at Swan Island 17th and has not since
been heard of. Since the west and with
Humphrey as to possible engagement of an
Engineer for Dallas Roads.
22. I printed last week to refer to Capt. Gardner, receipt for
store, which he took from the Vicar
for Dr. Uzziah.

[Signature]

| Enclosed |

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<th>Trip to Wager 8 Dec. 1810</th>
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<td>Shipping Report</td>
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| 5 letters re turned for Vicar Wager
Concerted of the
German Empire,
January 24th, November, 1880.

Gentlemen, I
have the honour to
state that the G.Q. Head of German
933 tours, registers, belonging to the
H. Nachfohr & Co. arrived in this port
on the 15th inst. on fire, and that
notwithstanding all efforts to save
her, she was burnt to the water's edge.
Salvage operations at 90% have
been undertaken, and are in progress.
A ball charity is to be held on
official inquiry, the result of which
will be forwarded according to law to
the proper quarter by an early oppor-
tunity.

I have the honour to be,

Your most obedient humble servants,

The Mayor
The City of
The Free Hanseatic Town of
Bremen.
James.

31st December, 30.

1. My last despatch went for Havre on the 24th Nov., since when I have received no London advices.

2. I am happy to say that an accident happened to the iron as I feared, but that he was kept at a number of days in a corner of Marseilles by bad weather and finally returned to the main. I hope that the great disappointment he endured will prevent his wishing for future embarkation on such a foot hardy venture.

3. The Brother catalogue and a list of goods the Co. makes for and enormously placed our marks belonging other people.

4. Now that the steamer are running you are beginning to oblige all sorts of people by taking their goods under the Co.'s wing having it to me to collect freight and expenses. I should like the Directors to the inwards bill and immediately after letter from G. T. Williams, which is a good

T. Coleman Esq.
Secretary, London.
instance of what I may expect to have to put up with in return for your kindness. I beg to suggest that you should receive absolutely nothing for any body not in the Company's service, unless all expenses and freight, including at least 10 per ton for receiving and landing has is paid beforehand in London.

Williams's story is that his credit was stopped through my misrepresentation to the Directors whom he credits with all good will towards him, seeing that he is said to owe now £1000, so more, they will hardly seem having parted with his business.

3. I notice that the bulk of the handkerchief although blemished after the water had cooled brought us more than the other. The special report asked for on 27 and 29 of this ship's report was not sent, and as no interest appears to be taken in endeavouring to improve the quality of our handkerchiefs, and all seems to patch the same pair however prepared, the trouble taken in refining and experimenting seems to be thrown away.
6. The news for pepper which you enquire for a year's supply is not encouraging. The quantity which we have left is not adequate to supply the demands of the market. We have received a request for 1200 cwt. to be shipped in the next month of September, with a promise of 600 more, or 1800 by an early opportunity. These pipes are a very poor sample, and will probably hang on hand for years.

7. The highest quotation I can get for pepper in London is 1200 cwt. at 5s. 6d. per cwt. in London, without the bills. How will 1200 cwt. come with us?

8. To complete the order on hand, a quantity of goods are still wanted, and from people complain that they are very badly supplied.

9. In the statement will be found a request to pay @ 14½% per annum, which please explain in writing. It is an overcharge incidentally made for dispatching the ship, the per cent. was inserted in blank being reduced one half.

10. I have ordered a few cases of German and Norwegian brews and similar articles, according to samples lately received from M/s. Nordahl & Co. of Hamburg.
to which I may as well add some barrels of white refined sugar, which ship from London can put on board in Hamburg (or could on the 16th Oct.) at £10 5s. 6d. per barrel of 100 M/s, consignment included, which is about £1 10s. per cwt. not only cheaper than what is supplied from London, but, supposing samples, of a better quality. The Dresden is out of sugar there is a run on our black first now, and a supply should come by next mail. Any orders for goods from Hamburg will of course be sent through the London office.

11. Saw sending by the Ramus another consignment of sugar to us. There is wool in Stanley yet and if that is should not think it prudent to ship any until know there enough to load the vessel from Monk River without detaining her. The weather has been abnormally bad this month, there have only been three days without rain and shearing has consequently been much delayed.
Imperial German Consulate,
Port Stanley, 29th December, 1870.

Sir,

I beg leave to give you notice, as agent for the Deutsche Grampf ship party Fleetschift Thomas, that your steamer Kamos due here on the 31st instant will be required to convey home under sec. 1 of the laws of 29th December 1870 certain destitute German sailors lately purchased here in the G. F. Haendel of Grezzano. The number of such sailors is by sec. 3 of the same law limited to one part of the ship's crew at the rate of compensation provided in sec. 5, but I shall trouble you to provide in addition passage for the remainder of the crew to Monte Video at the lowest rate the company grants. I have the honour to be your obedient servant,

Capt. F. W. Grampf.
Agent for Kamos steamer.

Stanley.

[Signature]

Agent for Imperial German Consul.
I hear that the Governor will shortly pass a similar ordinance for next year, and intends to amend the spirit licenses ordinance by providing again for a bonded store, which our late despotic Governor took away. Some change in the way of work will be made to avoid injuries and attendants, but I do not think any reasonable objection could be raised against it. A more important change in the Colony is in contemplation in the matter of local self-government in Stanley, and the probable addition of another representative of the Colony on the Legislative Council, consequent on the place having become self-supporting. The farmers and local landlords naturally object to this, extremely receiving the benefit of titents, and the amalgamation of certain improvements in this place will soon cause the question to be raised as how they can be best carried out. I have received early information about this, in order that I may have the opportunity of acting on and expressing the Director's views on the subject.
The G. M. Russell after
one load of cargo had been brought
up to the Ready was sold by auction
by the Captains rules and bought by
Mr. Dean for £85. Or your informa-
tion I send you copy of evidence
for an inquiry held at Harרו.
Connel which however you must not
make any use of as it is a copy of
an official document.

I am sorry to say that
I have been obliged to put the Fairy
and Tescocoma into different hands,
having discharged Benning for
disobedience and Robinson for
the same coupled with carelessness and
incapacity in getting the Tescocoma
down Channel last month. I am
thereby Carlisle in the Tescocoma
and shall probably have the Fairy
over to S. Agnes who commanded
her before Feb 1813.

I with Clayworth not
having received the Furness leather
got mixed up with some of my
papers and has been lost but
I am now procuring it.
Concurrence of the
German Empire Post Office
31st December, 1879.

To,

I have the honor to inform Your Highness that on the 26th November last I reported to the Senate of Rome the total loss by fire of the large
ly, *shand* belonging to that port. I have now further the honor to forward to Your Highness a copy of an
inquiry held under my direction into the casualty, under the provisions of the
law of 20th July, 1877, and the circular instructions dated 13th November in
the same year.

In the absence of
any definite instructions as to procedere I have followed the custom of the
Diplomatic Department, who on behalf

Sir, Highness,

The Chancellor of the
German Empire

A. Berlin.
of the Board of Trade pay in similar cases a daily fee of two guineas to each Accessor. 

Making this inquiry as occupying two whole days, I have therefore paid the Accessor £15. each, of receipt for which they have to endorse. In regard to my own services as President, I have

proposed to make no charge at present, not knowing what remuneration, if any, is due to a Council acting in that capacity.

I further take the liberty of remarking, that I have used my best endeavours to conduct this inquiry with strict impartiality, and that if blame is in any way

attributed from the proper course of conduct my ignorance in such matters will meet with your Highness's indulgence. I have the honour to be,

Your Highness's most obedient humble servant,

[Signature]
16. Captain Smith will probably have told you that the second class accommodation on board the German steamer is fairly good, but that the third is unfit for human beings: there is no decency, not even a division between the men and women. Simpson and his wife, who are decent people, were a good deal put out at the treatment they received. Indeed, I have this time had letters to be forwarded by an English steamer.

17. For Ballaquarter's scheme for establishing a township at Darwin as a punishment for the Company's misconduct has, I am afraid, been rather favorably considered by the new Governor. I have had but little conversation with him as yet, and he has promised to consider my views thoroughly when it is proposed to proclaim the township; but if the Dostones have any influence with the new Governor I should strongly recommend that the matter be brought quietly before him, with a view to showing that the township could be of no possible benefit to anybody, being situated in the midst of the Cooping lands, but that it might be an infinite annoyance to the Company, whose occupation of 22 years
it would be very unfair and unjust to disturb. I am aware the question hardly handle, but it does not; but if they will only look at the chart, and imagine a town on the coast of New and about 25 leagues into the interior, all of which may be sold to people where only object can be to prey upon the Company, a shipping, or manufacturing trade being out of the question, they cannot keep in mind what a breakdown this would be to us. Most of the
land being now held on lease that runs 15 or 20 years to run, a sum of money should be paid aside yearly to buy feeholds; in fact I should advocate buying outright and the towns with
as soon as possible, before it becomes more valuable and our tenure is disturbed. Roughly speaking there are open acres for which we pay 200
per annum. The actual price of land is 400 per acre; but if the Co. offered to buy out at 70 by paying two yearly instalments of 6,000 each, or otherwise, would
the Government not be tempted to make a bargain that would give them ready money, and saving that they only get 200 per annum for it be a good one for them. If anything of the
kind were done illumined be a dishonour on that
dispicable must be knocked on the head.
10. I must here refer to financial matters in explanation of some heavy drafts this mail. The payments on account of ships have been so heavy that not only the $1,000 from London but the $500 from London hides have been expended, and the cashiers is again empty. The greater part of this of course goes home in the two ship's bills. Another amounting to more than $2,000 now I have to provide for the payment of $1,000 to the Government in February, for rent and some palms, etc., in the hotel for business and others, covered by goods to be shipped this year, and cannot do with less than $100 for general disbursements. The Government have agreed to take $1,000 on London bills, leaving me of exchange in London bills, and I must pay for the remainder having to make also several payments in London bills amounting to more than $200. I draw for $1,000 on bills, for $500 and $300 at 6% and 9%, respectively. I regret to have to draw so heavily, but relatives and remittances have much more than covered my drafts and the underwriting of drafts of $600 for such makes some difference.
19. I send by the Ramus a case containing 12 samples of wood from the Company's ship for exhibition. To similar samples came one from Messrs. Baldwin and Rogers both of sinking towns by the February mail. Thence to Black Watch, of which I have heard nothing arrive in time. Shall send you some deal, pine and oak.

20. I... a Rosa with the... where he should be engaged.

21. The Ramus arrived this morning. It is uncertain when she leaves as there is a General holiday, and the crew decline to work on any terms. They will discharge flour for Dear and load the iron tomorrow (Sunday) and have, I suppose, in the morning.

22. Have received your despatches of 2nd Nov. at 5th. and wonder that this reply is not more prompt. had you written by the Conserva Nov. 10th. Joshua has received your despatch, as the passed Sandy Point some days before the Ramus left.
Said that, as long as the Forti's made a good passage over, and the Gaddiis reached Wilmington homeward bound on the 1st, my letter to Captain Kent containing most important information had not reached him on the 1st. However, the fact may be, this thanks be tendered, as, unless we can rely on the Sandy Point banks, our half of our mail service is useless.

23. I beg leave to speak to you candidly about his wife: Parker, whom does he mean by her has never worked for the Company.

24. Referring to your note by your letter for information that you have seen the 1st and 2d pipes, you seem to say on Bayou's shoulders. To count days is a mistake for years; and suppose the pipes originated in your office, no pipes pipes are undoubtedly wanted by you as coming by Dr. Dennis Brinard.

25. Find that it will be necessary to order 500 bags more flour from St. Louis by the 15th, I have with her two Allene sisters by the Sandy boat. A William Grant is understanding, commission is only 1½ days in the absence of any instructions tend to show this line.
...
28. The vessel of S. Hankey
was to shelter her not arrived yet.

Sar. Ll.
Your obedient servant
E. E. Ford

Encl.

Rep. F 20th
- C. Book and Samuel Oct
Stationery Park bookbound V.O.

- Samuel

Dr. 19th 1839.

- E. C.

Shelley's Odyssee accounts
Mr. Williams' letter returned with
Handing certificate to Mr. slices

Inland

Shipping Report
Day to Duerton 1st. 28

Particulars of prices for Exhibition
Copy of evidence to E. O. & Samuel
To

On the 24th November last
Reported to the Senate of Virginia
the loss of the barque J. Flower
During this opportunity submit
To His Imperial Excellency a copy of
instructions taken at an official meeting
and of the decisions at which the Lords
accorded the same. Under whose
protection the honours to which you will
presently be entitled, are certain to be an
inspiration to those of
the class who have not your example
to be followed in the future
by the same because
have the honour to be

Your most obedient servant,

[Signature]

[Seal]

[Address]
To the Consul General of the

Empress German Consulate,

Port Stanley, 7th January, 1831

Sir,

This vessel bound to Calk or

Shansi has just in here for water,

and the Captain has brought before me

charge of murder against some of

his crew. I have accordingly taken

evidence which I shall forward by next

mail to Hamburg; but in case this

should reach you, I think it best to

acquaint you with the principal facts

of the case.

On the 21st June last a general line was

placed on board, in the

course of which the Master was

severely wounded about the head, the

Illari stabbed, and one of the crew

the Emperor German Consul.

Dated at Salvador.
that in two places. The evidence is not compelling as to the original cause of the disturbance, for it is admitted on all hands, that the first to use violence was the sailor, who recounted one of the seamen, and that the serious part of the fight took place again both the Captain and mate had fired upon the crew with loaded muskets, while, however, did not go off.

The case being beyond my jurisdiction I simply ordered the men on board again and report the matter home. The object of the presence of some under deck officers or men being discharged, until the proper authorities have the opportunity of investigating the affair.

I should add that since the 7th November, there has been no evidence of violence or threat of violence need on board the ship.

My aff. honor to the
Your obedient servant,

[Signature]
Sir,

I am this morning in receipt of your despatch 377, to which I cannot of course reply offhand. I have also the following telegram: "Send Both Allegations cancel paragraph two decimeter thirtyth hilanin failure end February," which I interpret: "Send Both word by Allegations to cancel para. 2 of despatch of 20th Dec.,......, recall charted and will fail end of February."

Hilans is not understood, and the despatch in question has not reached us.

2. I am sorry that I did not send you a copy of the missing telegram of 20th Nov. which was as follows:\"Send Immediately allegations Liverpool.\" No telegram has been received about this week. and Capt. Scott is nearly crazy at the uncertainty about the mail having reached England. I hope this matter will be clearly settled. 3. This morning a happy thought suggests, that the Hilanin of Shoreham, 391, lost in the recent charters.

F. Colman, Esq.
Sydney, N.S.W.
4. The Flying Squadron came in on the 26th, but on the 28th they swallows arrived from Monksteads, with a blazon for the Admiral, ordering him to proceed at once to the Cape of Good Hope, and in five hours all five ships went to sea. This is a disappointing and loss to the Society. The Swallows return to the Cape on the 30th which will be the last opportunity for writing, considering the uncertainty of this route.

5. Old Harvey has arrived, and goes with me to Darwin in a few days. I have asked him to make himself at home at my house, but as my brothers are in London the Squadron, all my bedrooms are occupied, and I cannot just now put him up. Starting in the heat and hurry of a mail day is expression an apt. To get into my dispatches that would have the concern filed off into regular was time to prepare and send a draft. Let me refer to my remarks on...
his letter of introduction, which at the time represented a rather natural outburst of annoyance at the possibility of his considering himself slighted, knowing as I did that my brother would turn up at this time, and that further an interesting domestic event suspending in my letters will probably close the house for a time. The reading over-punctial after the departure of the Rannes it occurred to me that some of my remarks might be considered offensive, while I should much regret, as nothing of this sort was intended.

6. The house should already in about a fortnight with about 700 bale wood.

7. Mr. Hull has arrived by this steamer.

Sam. Pi.

Your obedient servant,

[Signature]

Macarri

Enclosures

Copy No. 304
J. W. Book No. 234
2nd Vol. No. 571, 2
Lambing and 1880
Letter from J. N. Nicolle Watch
I, Imperial German Consulate,
Port Stanley, 27th April 1884.

Sir,

I have the honour to forward herewith copy of evidence taken by me in an alleged case of mutiny on board the steamer "Agnes" of Hamburg, brought before me by the master of said vessel. Appended to the evidence is a copy of my provisional decision in the matter, which I request you will at some place in the hands of the proper authorities.

2. I have further to report that, after the enquiry had closed, the men still refused to return to their duty, until certain grievances had been remedied.

Capt. Peters,
Master's Chief,
Hamburg.
remedies. Therefore went on board the ship, and finding that the forecastle deck was very bad, and that some bread they showed for was alive mice, flies and maggots, I strongly urged the Captain to remedy the state of things, and have the satisfaction of reporting that I succeeded in bringing about an amicable arrangement.

3. Having learned that I wrote by the brig to the Consul at the first port of call, giving him notice that I should send the evidence to Hamburg by the present mail, a copy of this letter follows.

I have the honour to be,

your obedient servant,

[Signature]

[Address]
Mr. Salmon.

29 Camp 191

Sir,

I have only to your no. 3707, the
first box in duplicate received per this
day. No. 2 when sent, took the
fog after October, the plans initiated at
home; of giving a commission in value was
followed up, but at better terms for our
size. If on all sales can be good for an

3. 570. 3. I do not know that
Capt. Campbell's draft have been so long on
the road, until lately.

4. Par 3. If the census is
made public a copy shall be sent you.

5. H. Harvey wanted a list of employes
would have given him an estimate to
date. Do not quite see why a list of
many enlistees should have been given
a camp inspector. Am afraid that if
ask some of the writers how many draft
they possess. Shall to tell that they do
not answer impatient inquiries.

5. 777. 2. Think you me
understand my remark about obtaining
supplies from Chili, it was because thought
Mr. Cooper was waiting for authority to ship

J. Coleman, Esq.

Vice-Captain, Squadron.
the plans against

6. Regarding the present price

Li-Williams has shown me about which

As to the immediate cause of my

writing, I have Captain Parks, who told me

he would have bought a ton of the

Company's hard pepper, but that Dari

is always better. Then with respect to

Yalta, there were no complainces of

the quality of their goods, but they

their price a high. My examination

led me to believe that their s is shown to

reason, from a reed to an anchor.

the Company always kept in the coolest

market and in the interest of the

Company, one produces my opinions; but I

can assume you only grumble from a

times of duty, taking no pleasure in it.

7. Pan. 1. I am obliged to

the President for taking the letter into,

which I am in hopes of seeing extended

to Darius in Paris.

8. Pan. 5. Martini agree

work says the commissioner in such letters

made at the Company's works, and he

declines to accept the honours. I might

ought to the Court, I do not say that Pierre

a leg to stand on.
7. Sir, Barrett is a thorough blackguard; he has distinguished himself in the prejudiced line, and at a low price; innocently, as it were, widowed a poor widow with whom he has formed a disgraceful connection; unfortunately the woman would not presume, or he would have had to work his hard labor; cannot keep him after the season, as he seems thoroughly afraid of him.

10. Sir: Captain Blackn's statement is absolutely false; the late Kimball was honored by the ladies according to their republican custom; the real truth is that Captain cannot manipulate their accounts here as they can elsewhere, and in that you have an explanation of the frequent losses for other persons among the chimes and more dishonest classes of merchant shippers.

11. Par. 9. It was because the facts in the annual report were

incorrigible, stated that I referred to them as the subject is examined, which not enter into further particulars.

12. Par. 12. Smith wrote the

telegram, though from the difference of climate

phenomena will not probably be of much

value. Can only say that she traveled from

the chief islands after cooling and stood much much better hard.
13. In 114. Nor a part, the wage paid for keeping up the herd completely exceed the value of the herd itself; but I had leave this subject at present, so I can explain matters much better to Mr. Harvey.

14. In 115. Considering now what I wrote about fencing boundaries, it seems to me that I have given you all the information in my possession; but have not gone into the calculation of the number of yards one can lay up which you can get from any catalogue. If you want special information on any point I am ready to answer questions.

15. In 116. I do not wish to go on bickering about stores, but I must repeat that I was of the opinion that the discounts on furniture that was not returned, but items of small importance in comparison with the question of price themselves.

16. In 117. You must recall that objected to the Remainder, but in two hours, and tried to persuade Mr. Ladd to make one in sections according to my plan, to which they objected as impractical, though I have since been fully convinced of this matter. I will explain to Mr. Harvey.
17. Oct. 21. I don't like to refer again to the matter of the steam launch, but I should like today before the Directors my reasons for wishing to have one. In 1869 they kindly allowed me to have out a small cutter as a pleasure boat; I used her for some years but eventually sold her because it was my habit constantly to drop in for a sail or a gale of wind, and I said then I would never have another boat that was not independent of wind. Now I don't want to go into business on my own account. I don't waste time when there is anything to do, and I have no idea of stealing the Company's coal; but I do want a boat in which I can take a little relaxation sometimes in this fast-ruin-fully spot, and if I can earn some of my expenses by running mail bags or board the steamers and fishpruning for carrying carpenters and sailors, expeditiously backwards and forwards, when there is a ship under repair, it is all that I want, without expecting to make any profit. I mention this again because Capt. Healmans reads me a letter yesterday from the Navarre, in which he said that he believed a steam launch
would benefit the place, and that if assisted to get one out from Capit in one of his steamers on extremely moderate terms, perhaps some grat. At more log of which you speak I at present engaged in towing the Darwin pole off to the Bass, as Mr. Cong has reported that he could spare us men from the framing, which is unusually bad owing to bad weather.

16. P. 23. It has perhaps not occurred to Mr. Darwin that paint by the hands would have been of service, but arriving in the autumn, the season for doing it will have gone by.

17. P. 24. Olivia built the chimney chiefly according to plan. P. 25. Has not Captain Stinch some idea of the quarters accommodation on board those steamers in miserable for women not seem decent?

18. P. 27. I am sorry if I misunderstood your 398-37, but on reading it again I think interpret it as meaning that you had arranged a code word and would exhibit Humphry about
chaffering. To regards my means or second and 1st being means, to your priority. mean that Schmidt order heavy stuff such as coal and brick when they are not wanted? The stock of coal is already large as you will see when the returns pass through the heavy goods ordered in coal and wood, provisions, tobacco etc. Further ad-

ion, and stock by the Chichoher 150 tons steam coal, anything the would only lie here as dead stock. Your own returns please the mail boats that the most economical plan is to send steam really needed by boats, for the expenses on consignments by that means of conveyance vary from 61/2% by the Commander to 123% by the Chicho, while the steamship brig she cost 101/2%, that of Droy 57/4% and Vicious 21%. These named chartered are a good old, time honoured institution, but the day for them has gone by, as with the one. Exception of the annual vessel for heavy goods, to return with tobacco, it will be to the fireman on advantage to use steam cut and charter in sailing ships for the home ward cargos. I would even say that if the heavy stuff can be carried on freight in one of Deane's vessels, the latten's ship
also might be charted in a Monte Carlo to break the record of sail, should sail from a better port where vessels could be shipped.

21. Par. 20. If accounts were being prepared for the 12th February, but they would have been more complete had you sent personal letters for the family and other promises sold in and belonging to 1880.

22. Par. 20. The Broker should be told that they are wrong in putting 910 out of their published catalogue.

23. Par. 20. The rate of 15 for insurance, 6 per cent, there in no fine or fine place can seem excessive. Still and placid water for a boat, a stream-like depth and have been working patiently during the week and now have still a lot to do. Several persons doing them.

24. Par. 20. There is no hotel or lodging houses in Landry, and my mother had to depend upon hospitality of Mr. Seaton. I have closely calculated the saving on this.
Page 602

[Page content is not legible due to the image quality]
The G.4. train was charged £12 for a 12,000-word typewritten letter, which, like the rest, was
near scent, so it will be right to
return the amount as per statement
to the owner, Backer & Co.

In anticipation of the
next mail, I may mention that the
new profit is again 1400% combined.

Handling the revised supply, the good
setting of in the farmer's premises,
and a general reduction of prices by the
inventor's competition, a result that
I cannot hardly hope for.

I have nothing of
importance to report on to the Camp,
excepting that the 12p appears to be
fully up to expectations after my trip
with Mr. Henry Steele from Kent
to Rules. House sold 625 long

Yours sincerely,

Addressee.
Undated

Draft No. 501, 2.
Dept. 303.

1. Canceling note
2. Particulars of Shipment

Letter to Co. from M. Haney
Copy of W. Roberts invoice list

L. B. Henderson's
181 ex No. 8497 for £63. 3. 6d.

Statement on account
Shipping Report

Indent
Cathbland Islands Co

Stanley Seashore British Wint consequence London

12741785 10 16 25 ALE.
340 gallons $3 16. 10

6. 15. 0

8th Feb.
St. Stamford
Shangdon Stanley

8th Feb.
Shangdin
Imperial German Consulate,
Port Stanley, 10th Febr. 1881.

Sir,

I have the honor to forward below:

1. A list of German ships that visited the port during 1880.

2. A summary account of fees received in the Consulate.

3. An account of disbursements made on account of the Government.

During the past year the business of the Consulate has, as usual, been confined to shipping. The only case of note was the death of the H. F. Naundel.

His Imperial Majesty of Bremen,

The Chancellor of the German Empire,

Berlin.
of Remo, in November last, on which I held an enquiry, particulars of which have already been forwarded to your Highness. On this subject I also reported direct to the Senate of Remo.

3. As regards prospects of future development of German trade and shipping. I have to report that the Remo Steam Co. of Hamburg are pursuing the mails under contract with the Colonial Government, and that, provided their rates are reduced, there appears to be a probability of their getting a fair share of the carrying trade of the Colony, while the direct communications with Hamburg will necessarily induce a small importation of German goods which have hitherto been unknown in this market.
I have the honour to be, Sir,
Your most obedient humble servant,
[Signature]
[Full name]
11th Feb 81.

As this vessel is expected this afternoon I beg to begin this dispatch by reporting that the Hans sailed from Darwin Harbour on the 6th, first with a good cargo as per enclosed manifest.

2. The bottom plate of the Veronica by hydraulic press (as per Sparrow Nash April 1875) cracked to pieces a few weeks ago, and the wool has to be taken to Darwin to be pressed. It is the plate on the top of the press which supports the box, the pieces will be found in the main hatch of the Hans, and I request that you will send a new one before next season. Martin, who took it off, reports a flaw in the casting, so it is wonderful that it stood so long.

He says he worked it about a good deal in getting it off, as it was pushed on to the head of the press.

H. Coleman Esq.

Secretary, London.
3. The more word as to latter experiments, I understand that what is melted from the minds and brains fat, and marked H.C. is firm and hard, while that cleared out of the carcasses in the digestion, H.C. is more like dripping clear butter. The two cachets of linsey-lotion, upon which Jacob but did not yet a special report, was a mixture of the two in equal proportions, and it was of great importance to ascertain whether this mixture gave more body or not, or, if so, more space for mixing would have to be provided at Goodfellow. Notice that 28 out of the 31 cachets of linsey lotion were reported 'fine,' was this owing to the sheep being put in cool, and if 'fine,' why did it not fetch a better price? All the information you can give me on this subject will be valuable.

4. Upon asking one of the shepherds precisely how he was located on board, he replied, perky, cheerily that the food was not fit for
5. I have bought of Mr. Boddington
200 bags of fine woolen
nam
ex
purchased I will report upon them.
6. Such a number of
has
been known here, and shearing
is much delayed in consequence.
7. I am sorry to say that there
on a few numbers of Darwin wool, for which
Shaw not received particulars,
thus shall be supplied by the earliest
opportunity.
8. I find Mr. Boddington,
shipping done by the British, and is
supposed getting advances from the
Company to enable him to do so. This
is diametrically opposed to the principles
laid down by the Board some years since,
and it seems very unreasonable to expect
the Company to help people to supply
themselves as long as the latter are in debt
to them, which the freer Boddington are to
a greater extent than any of our customers.
The balance against them is £1937. 10. 7.
while their present clip of about 150 bales
will probably cover all the rest. I believe
they have more credit balances.
9. Stock with Harvey to join in the Black town on the 28th and while there look him in two places (at Dequira and Hope Place), as well as to Youngmen, to wool shed, and dip. At the latter place, under his direction, we dipped that Black sheep and lamps some hours with his composition, he agreeing to provide half the liquids. In result on the wool will appear next year; but as regards sheep it could not be concluded as to exactly which sheep could be found upon which to experiment. Mr. Harvey is unfortunately much shaken up by the riding; and was within 100 yards round in the Black town, which I shall place at his disposal. Tell him that he will get over the burnish end stiffness by taking short rides, which he will be doing this week with Mr. Clay round the Dakota Creek district. I intend him to have an opportunity of examining everything in the most searching manner, and hope he will return well satisfied with his reception. It was a great oversight not providing him with a comfortable Indian saddle.
b. In forwarding the annual accounts, I have to remark that the gross profit is as good as ever, considering that 20% and not 23%, as was put on account in 1880, consequently the profit shown is based on the expenses of 1880 and the produce of 1879, which makes a very unfair difference against theisten of some hundreds of pounds. I imagine a Railway Company issuing a profit and loss statement comprising the above return of a bad year and the working expenses of a brisk one.

II. The Black Hours has success from dealing with moderate success, having got about 326 feet and a few tons of coal, the lift five men on Staten Island, and has just gone to pitch them away. They may have some hundreds more, as they are on a pretty good working. Captain Campbell is of opinion that the helicopter would be underrated if rigged according to his scheme. This would be a pity, and you might amount Nicholson again on the point, the work
12. The ship has arrived this morning 14th July, but without any letters or despatches from England.

13. The ship has also just come in, damaged, having been blown out to sea in a gale the night before last; she has some wool and bales of sheepskin for the governor, particulars of which Mr. Day has sent with the schooner, being refitted, away from Dumas with a Wherry. I will send 12% when she has discharged.

14. The ship has brought 500 bags flour bounties from Valparaiso.

15. I should have said in Jan. 1st that particulars of the sheepskin went for 1500.

16. The new ship has arrived after a long passage.

(Continuation of page 14, partially obscured by crease)

can be made here, and it would be better to make them long rather than short, as they are plugging
could be shortened if necessary, but not lengthened.

7. In compliance with the

Chiet's orders I have given Captains

Summage notice that I shall ship not

less than 300 bales wool for Dusseldorf

in April. Respect to ship in addi-

tion to what has gone previously and the

present shipment:

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nova Scotia</td>
<td>1,500 bales</td>
</tr>
<tr>
<td>Quebec</td>
<td>200 bales</td>
</tr>
<tr>
<td>Montreal</td>
<td>150 bales</td>
</tr>
<tr>
<td>Nova Scotia</td>
<td>150 bales</td>
</tr>
<tr>
<td>Toronto</td>
<td>150 bales</td>
</tr>
<tr>
<td>Montreal</td>
<td>150 bales</td>
</tr>
<tr>
<td>Quebec</td>
<td>60 bales</td>
</tr>
<tr>
<td>Nova Scotia</td>
<td>20 bales</td>
</tr>
<tr>
<td>Montreal</td>
<td>10 bales</td>
</tr>
</tbody>
</table>

Total about 1,795 bales, of

which the Nitronia will not carry over

500 in addition to her ballons.

8. Mr. St.John goes to England

per smile, the balance to his firm's credit

in December with 2125. 17. 2.; and an

realization of this wool to be shipped

shortly the Company will probably owe

them 6000. Same as

your kind remittance

Estimates

Manager.
Enclosure

The Stores
Dept. in Sec.

Planty Wb's Book & Writters Dec
Sal Dec
Preferable Statement Dec
Planty Balance sheet

Stock of Stores

Wages return

Returns

Stock Stores

North Arm To

Camp Balances

Consumption Stores

Additions to Plant & Buildings

Isle No. 5

2 Pine Trees

Wages letter No. 2.6

Plan of Buildings

Statement on acct

Letter from man to Coleman

Shipping Report

Wood shipped from Jamaica This

Manifest of Hands
duty of sitting with Captain Redhe on the beach as an assessor in a trial for mutiny, the Governor presiding as Chief Justice. The case was one of stabbing in a quarrel in the forecastle of the Princes, and the prisoner, Johnston by name, was found guilty and condemned to death; he is, however, on the ground that the act was so near the line that divides murder from manslaughter, that it is felt he should have the benefit of the doubt.

5. The grant has been to Davin, whom I did my best to find unanimous for the officers, who were, Captain Jones included, much pleased with the trip.

6. You have not answered my despatch of Jan. 27, about the wood and their present.

7. After informing me that on the agreement he signed in Scotland there was a clause passing clans, and there were the
confirmed in a letter from Mr. Scawing, it will be necessary, therefore, to endorse it on the one signed in London.

8. As last mail left I went to Darwin in the Gemet on the 13th February, landing on Saturday the 19th. I ordered a road at two hours for the 21st, which I begged Mr. Harvey to attend, as not ground I had selected for the first must be cleared for sheep. He declined, however, and I found that we had unintentionally, almost ridden him to pieces the first two days, and for some time afterwards it was with the greatest difficulty that he could be persuaded to mount a horse. I was obliged to return for the hike, but left again less than two hours after dinner was pronounced, arrived at Darwin the next day, and immediately arranged to visit a tank there with Mr. Harvey and Mr. Day, which we did on the 23rd instant, spent a day there, and returned to Darwin on the 5th. I to Mr. Harvey was more the worse for this, he longest.
side she had taken, he decided
to leave for Stanley on the 7th, and
made the journey in 1½ hours, in
deeply but without the news
awaited by mail, and says he
may have to go via Sandy Point
to see after his Patagonia affairs.
If so, I shall be greatly disap-
pointed, for he has seen but little
of the Empire, and I have had
comparatively little time to captai
many matters in the office, which
are anxious to lay before him.

9. In making his
inspection, the Secretary
complains
that the promises made to him in
London, that the Black Bank
should be at his disposal for the
purpose has not been carried out.
I say on the contrary, that while all
necessary facilities for going about on
horseback have been provided—and
this is the only way in which a
thorough examination can be made—
no instructions whatever were sent me about using her for coasting: I have only allusion to this in your letter of instructions, in which you say that one of our schooners can doubtless convey him to the west of Santiago. You can no more judge of the inside of a schooner by going round the coast than you can of the inside of a panel by looking at the paper. Mr. Clay arriving in Stanley Mr. Harry has told me that horses were not to be had at all times while he was at Darwin; upon this point I cannot speak with absolute certainty, and I have no time to consult Mr. Clay; but I will do so, and in the meantime record my full conviction that there was not a single day during Mr. Harry's stay at Darwin on which a good, capable horse was not at hand within an hour's call if he had chosen to ride. This was my order to Mr. Clay, and I think that the strictly observed it. Indeed you will find copy of a letter sent to Mr. Harry about the horse camp, which he only signed out to the talent of riding his horse back.
4. You will have heard from Capt. Campbell of the disastrous loss of
the Black Hawk, a misfortune that I feel very much. It occurred through a
total disregard of my orders, and shall
promptly explain. Last evening I
received an order from Lieutenant Gov.
for a load of wood from Sandy Pt.
which I sent to Mr. Renard, asking him to have it ready by 1st Oct.
Arranged to send the Black Hawk
to Sandy Point on that date, to call
on her return at Spring Point, deliver
the wood and bring in a first load
of their wood in time for the Tamper.
As previously explained, Lieut. Capt.
Campbell promised to look for wood between September and October, if
welcoming being at no expense beyond}
wear and tear, and on receipt of
a letter from Mr. Reynolds asking me to delay her. Continued the
lines for sailing in a letter of which
enclosed copy. Campbell returned
early in January, but to my
great annoyance I found he had left. Then on Saint Island, moving it
immediately we went there again
to pick them in the middle of the bay
thence. In the first plan the went
to Saint Island entirely without land,
and in the second leaving there was
was quite inconvenient, till taking the last
of a bad job took all Saint to Darvin
on the 19th of April, and from there sent
the schooner away with stringent orders
to remain as long as the war was decided,
promising all Saint as he was so anxious
to riding, that she should at the earliest
possible moment be at his disposal for
a trip to Saint a time. The first you know
a desperate gale struck the schooner at
7 p.m. on the 20th of February, and smashed
her to pieces on the rocks, the same gale
containing the ship between Sandy Point
and Stanley on the 21st p.m. and
smashing our Stanley at 1 p.m. the next
morning, and carrying away the Sydney's
tails, as mentioned in my last dispatch.
(There was and four of the gale was
shown in a very interesting manner.)
Campbell's subsequent proceedings almost justify the supposition that he never left him altogether. The idea of leaving them on a deserted island for the purpose of collecting spices, birds, and bedding, on wages, and making advantageous terms of payment for being landed at a boat, was partly a portion of the terms when he could have taken them with all the benefits. The value of the property saved cannot be more than £50 when put up at auction, and to face these men a duty which will be forced upon me, and probably cost double that sum. I have gone through the form of advertising for bidders, for writing, and of putting the meal up by to auction, but with no success in either case, and although I have not received an offer to go for the main tender of £50, I am in hopes of being able to effect an arrangement before closing this dispatch. Forthwith, I shall be fairly at a loss what to do, as the French的感情 are both fully employed.
4. I need scarcely say that I shall, under no circumstances whatever, 
plan hampock again in a position of 
confidence under this.

5. To be a pleasant subject 
then gratified in being able to report a 
plendid ship of wood this year. There 
are struggles to come in which will 
alter the present figure, probably to the 
letter, but the returns already to hand 
show that the Darwin portion ship have 
dipped all round over 60° of wood, while the North Ame have actually 
beexed 60° in all round, in both in 
stance a material advance on any 
former ship. At first sight North 
Amer would appear to have beaten Darwin, 
but an examination shows that in 
the former portion there are 45% of 
cutters, while in the latter these are only 
30%, and as these are the heaviest water 
ships an analysis of the figures will 
probably show, class for class, that Darwin 
still has the advantage. The figures are to 
wood, as not all built up: but when all returns 
are completed, there is reason to expect that this will 
confirm the the most prosperous season the 
company have ever had.
12. The bulk of your harvest has been well passed. The Darwin ones, averaging 4.3.8 and 4.3.2%, against 4.1.6% and 4.1.8% respectively last year. This is a great saving in measurement and materials.

13. You must write to the Secretary to all the stations, and to W. and to all those at W. Wall, with the exception that the accommodation at both stations is poor as regards shed room for sheltering up sheep overnight, and that the furnaces at W. are not sufficient enough for the work. This Sharon long known to be properly done, but in view of the order to stop capital expenditure. You have not undertaken to press the matter, as it has been possible, though difficult, and it must be admitted—detrimental in this case—be without it, there will be much west, however, I shall no longer hesitate. I am only sorry that you declined to return to a short time until the shearing was.
over, as I should have liked him to do the whole thing with their actualy in it and the men at work, as he did at Darwin and Walker Church.

14. They have to remind of the heavy block of turpentine about which I hope to receive instructions.

15. Mr. Harvey asked me this other day about the islands lease to my brothers and others, about which he has been asked to report, and said he did not wish to pursue his question to closely. Simply told him there was no necessity for any limitation, and that I should be only too happy to answer any question he chose to put; in fact I gave him an opportunity of turning up your despatch 420 of 8th Sept., 1870, p. 13, which shows that all due deliberation and caution were observed at the time, and that the company themselves were actually at that time anxious to get occupancy for their waste lands. I was somewhat amused at the mysterious manner, and told him that if he supposed or intended to hint that I had any interest in these places, beyond seeing to see my religion prosper, he was quite mistaken, as I have never had anywhere in them either money or interest.
The master has proposed to get rid of the refuse at George’s by burning it in a retort. This seems to be the most practical plan given. Is it at all advisable and should be looked into abroad. The capacity should be sufficient to consume the contents of three or four digesters in 30 hours; then the question arises whether gas for lighting could be obtained from lime, as in artificial manner works? The residue could of course be useful as bone ash.

17. Cork blood is undoubtedly required among the Company’s horses, and it is the general opinion that a strong useful Irish stallion would vastly improve the breed.

18. Mr. Barry is strongly in favour of tobacco and preserves only on a sheep dip, and calls all the other quack specifications. He has expressed no reason for his preference excepting that it was used in his day in St. Ceres, and, for my part, looking at the expense of tobacco, as well as the
affirmity or improbability of gaining a uniform strength. Some in favor of giving Mr. Longfellow and little boat the fairest possible trial. In this plan supported by the camp authorities, who believe in a quarry site for wintering sheep in this climate.

19. I have decided to kill off the 60 or 70 horses, as to provide more sheep grounds. The young animals will be as far as practicable, kept to grow heavier hides for another season, and they will not interfere with the occupation of the land.

20. The watchman sent by Dionisio Delano tells me won from himself, and he will be obliged by your returning there; he was intending to take them home for repair himself. He mentions that one number 29880 belongs to Richburg.

21. Johnston has been sentenced to penal servitude for life.

22. I have engaged the ship at 61 per day to go to Staten Island, sending our 141 and provisions. On her return the period will be extended.
28. The question will now arise how to replace the Black Hawk, as, of course, the Fairy and Rosamond are unequal to our work. As the Directors will have in hand between £5000 and £6000 from the loss of the Savannah Hawk and Black Hawk, is it not a favourable opportunity to get the coasting steamer that is so urgently needed? I may mention that the Fair Rosamond, which arrived a few days ago, cost £600, and £200 to fit up her. £150 allowed for ballast and fittings, put cost £650 for 32 register tons. Is the cost of the Black Hawk for the Rosamond could be bought and fitted out. Is it necessary to ask whether it is cheaper to buy or to build?

29. The clause is of opinion that the draft given to the increase in lamps is too cheap. I can only say that it is the unanimous opinion of Mr. Clay and the Overseers that some portion...
of the Camp are already well-selected, and sometimes a re-election to the post of 2000 fowls for two reasons. 1st. Because considering it most dangerous to run into the risk of overstocking, and 2nd. Because I had determined to let the stockers pass to 2-3 years old for good coats, for the purpose of getting a higher average of fatness, and therefore the grounds occupied by those of 3 years old would not be vacated, as usual this year. I believe that there was sound direction in this step, which was taken after due consideration, and in the interests of the Company, fully knowing and fearing the deadly coil of overstocking as already seen on some of the small islands last year at large. The Harvey has seen the sheep at their fattest, when grass is most abundant, and is of opinion that the land will carry more stock. It seems to suggest that he looks at it from an Australian point of view, not allowing sufficient for the difference in climate.
and peel, and I think that it will grow in time, on many points, that the opinions of old residents here are entitled to equal weight with his. The true way to prevent the growth of the grass is to keep stock much quicker, and I am quite sure that if I had allowed lambing to proceed at the same rates as formerly I should have been much more successful.

What successful season in the Camp cannot we turn to my desire? 480-3 and 470-2. I believe I was right in not wishing to act hurriedly in the matter of Camp management, as Gardiner has more or less vindicated himself and paid regard to Mr. Clay. She also puts his position as well as any one I would be likely to do. Change is hurtful and upsetting, and if we go on improving in our farm matters as we have done in last years, I hope the Directors will be satisfied.
25. I have discussed the question of the erection of the house at Darnia with Mr. Hayley and Dr. Kenyon, and have brought the original plans in with me, but have rarely had no time to attend to the matter. If I can do so in the course of the next few weeks, I will make out a plan, but I think my original notion was the best, i.e. to have 6000 properly planned by the same architect, and park and framed.

26. 12th March. I have written since during the last three days and for the Memphis but she is out and I believe she cannot leave tomorrow for Monkseaside. Therefore shall send my letter by her.

Yours ever,

[Signature]

[Stamp] 

Endorsement on
Cuneano

1st. no. 200

2nd.

3rd.

4th.

5th.

6th.

Copy.

Copied to Obs.

Copied to Campbell

Campbell's Lading of 1st.

First shipping of 1st.

5th. account of Plant & Buildings

5th. Bills of Lading for Hano

Shipping report

Indent

Account of &c. of Shipping &c.

Copy of statistics on being brought in, with facts thereon. Hano

Copy of statistics for these 3 years

information
Falkland Islands Company

Marr (Mr. de Quincey Reid) London.

1010/2219 20th May A.D. 1829
1000 gals $ = 13. 10. 0

Value £ 95. 0. 0

15. 10. 0

16th March

[Signature]

[Signature]
Proc. Mr. S. Quain
via Indian P. 4
1831.

Sir,

After hearing by despatch of the beat down of the Shrimps I
was equally surprised at receiving
by the Indian last night your despatch.

2. Per. 1. Despatch despatching of the English ship at sundry P. D.
was Mr. Simonds' fault, but the ship
for Molasses was carried by the
Palagare to England, about which the
Pacific P. B. should render explanations.

3. Per 2. Lest it be the
Quain's printer or the Pacific agency,
so long as I can support the Government.

4. Per 3. Perhaps you

/Providence.

P. S. Reading.

Howard.
better say that you demanded absolutely stop the supply of horse
tools for three years certain as this mean time specially ordered.

5. Par 5. All anticipa-
tions as to wool will be full
realized. The Middle Creek returns have just come in, and show a substan-
tial advance on last year.

6. Last year I think as
you know, amounted the wool
the highest weekly, but as one well
returns from England except with wool
who intends to send some samples
next week.

Price. The freight per hundred
came to between 34. and 34. per
bale.

8. Per. 8. The Board
will point to any one spot where
working expenses can be reduced
the subject shall have my best
attention. With regard to the
Lay's engagement, here of opin
an express and very honest account of
what is known to might be for political
benefit of any person, which he is all
ready, and we have much to be thankful
for, having experienced it. The whole
manner of writing an impression of
the subject, and the language used to
speak of any truths, in the matter, but
of opinion that is to be thought the
form of it, which is always good, as it
is to be more considered with the
truthful and just, and is not to be
affected by any mistake. The whole
matter of such a letter may be better
described to him, or by him to the
concerned, in the official and public
manner, by after means of new
treatment of new cases, it is of course
that other means of reference must
be, with their respective instructions,
so far as constant, as the utmost
consideration must, just with a single
committee, in the 1870s.
to arrange matters for some years
without a camp manager, but and
I presume you refer to that, but "Tempora mutantur" and I should
suppose the Directors feeling the first
strains of the difference—Then
Darwin was the elder, the fount of
everything, all chiefs were clipped
thus, then were no editor or their
subeditors; and it was for me a
comparatively easy matter toampo-
ise the existence of an officer
who clipped in many those as soon
as left for Stanley. But with
their overseers all chain ing against
one another, and now naturally too
they with confidence that without
the experiment on the spot the
plan cannot be carried on without
chance of success. I may have
occasion to enlarge on this subject
when I have time.
9. Sir, In unfortunate
that the Board did not see their way
of assisting Capt. Bowland's with the
Fair Rosamond, as Mr. Dean has
done, for this would have been a useful
hand by all means.

10. Sir, I am obliged to you
for so promptly forwarding my telegram.

11. Sir, Most unfortunately
this Ship had just arrived in Blount's
and the Commons will be still
longer detained.

12. As this is the post at 4 p.m. I must conclude. However,
I must ask you to keep this in mind and
that you are now in possession of
all the information that I have to

13. Let me hope you will

Yours truly,

S. S. R.

Yours obediently,

S. S. R.

Manager.
Sup't No 326
- All Vessels Inspected
- Wool Weights
- Chandlery
- Shearing Needles

Stanley No 326

Stanley No 326, Received Feb 20th.

Ordinance No 12 of 1881
Instructions to Census Enumerators
Householders Schedule

Shipping Report

Statement on account.

Camp Wages 15th March
Sackland, St. Anne's.

June 25th, 1844.

To Mr. D. Marion.

Gentleman,

I have received none of your despatches. This need is uncertain to be going tomorrow, and I shall have an opportunity of forwarding duplicates for them about two days later.

2. Inclosed is your despatch for Hardo's pound receipt as a specimen of the victoria's cargo and the pamphlet with a list of Lloyd's Agents.

3. In a note of expenses on cargo for the above, which amount to 10%, you will find in cost of other steamer shipments, such as Hamburg lines are commissioned only as far as blank received 12½ per cent for heavy freight, plus and freight for Black Hawk, the Hove to

C. Colman, Esq.

Cheriton.

London.
4. Even the Thermo Co. will not stand much more bargaining on the subject of passage and freight; but I think their attention should be drawn to this 300 slaves passed from Havana. Each year the Colony will have to send for more men for railway labour during shearing and budding down, say from November to May, and unless the charge of 5s. which amounts to 10/- per day for men passage and food without bedding or Heating allowance, is reduced, we shall no doubt arrange to send up a similar sum on joint account. This is a most rightful claim. Hands write Capt. Bennett that on a reduction of 10/- would still fail to keep out the existing workers some can be gained. I believe that such reduction would turn the scales and, to put it practically, each Captain Bennett, whether in the west or on the Ottawa, guaranteeing 2000 more in the season, the concession would be made. At the same time, have written Captain Holloway, to look at Bennett on the
subject. And proceed bals at 11001/2 would cost much less than 1200s. per bale, therefore the Company could without risk undertake this, even if they still charge shipping the last named rate.

A moderate estimate for shipments would be:

<table>
<thead>
<tr>
<th>Company</th>
<th>1500 bales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Britannia</td>
<td>500</td>
</tr>
<tr>
<td>Scotland</td>
<td>300</td>
</tr>
<tr>
<td>Britain</td>
<td>150</td>
</tr>
</tbody>
</table>

which may be added

- Linsey       60
- Speedwell    20
- Blakeney     20

2290 bales.

which price Bourbon soft扑克 bales would provide the proposed 2000, as well as a few hundred to fill up a small parcel charted for the leader and follow.

5. I should have mentioned in my last that A.S. pays is entitled to receive this gratuity.

6. On receipt of notice, that paragraph must not be kept in this story. Enquired the whole batch from the cellars to the Williams plant, but
by policy 18 1/2 0, or that she
be not known or guaranteed not to have
any on board. This practice is
true in no guarantee on board the
first vessel, and the oil must remain
there; the explicit place, or placed in
the open air, which would of course
be absurd.

7. See that Mr. Hanny
drew 650 in Montevideo, in
this to complete the payment of £1,100 for his
dervices, or, if not, who pays the
commission and loses in exchange?

8. The Island Administrator
is charged with the cost of advertising
the Thomas line in the European
mail, if this was necessary, should
it not be borne by the London
office?

9. Three extra whaling
boats by the Sen. White & Co.,
measuring each 31 ft. 3. The freight
of 1,161
added to $1,100, $1,100,
brings the total
-rate to $3,111.
Mr. Dean
pays that he recommended that the
boat be entered, price of whaling
in $1,111, without comment.
10. Let us proceed to a public report on Camp matters, more especially with Campy's opinions, as far as I have been able to ascertain them.

Losses of sheep. By the returns at present to hand, as well as the estimate of numbers yet to come in, it seems that the percentage of loss during the year will be about 11 or 12 in the same, and has been for some years. This is a heavy loss it must be admitted; and the question is, what is the cause of it? The Campy can give no explanation, nor see any theory that will hold water, for it is admitted that in riding through the Camp no bodies can be seen, with the exception of a few here and there, which are doubtless those of sheeps that have got on their backs. The explanation I most firmly believe to be found in the innumerable small streams or streams that intersect the Camp, narrow, and with soft banks almost meeting in those the sheep get entangled in numbers almost beyond belief. Such is the experience of all who have cleaned out any streams.
my brother on Tuesday when the
streams are bad, say that they have
in some places taken out a deep fur
yard, and I know Mr. Blake at
Shallow Bay has done some part of
the same kind, although I do not know
what success he has had; you might
ask for his experience. Having
given this opinion before, I am
now before
the arrival of the blunder. Some
several is to read the letter you received from
Shelving, as it confirms what I have
said, and comes by a curious coinci-
dence, just when I wanted support. The part
I refer to is as follows: "Mr. Campbell
thinks that the attempt should at first
be made to clear out the channels of
the small streams which run through
the banks. The only way that you see
a
good many sheep in the deep and
partially-consumed with rank grass
pools is common in the course of
these small streams, and that if
these were cleared out the natural
drainage would be greatly improved.
I am satisfied that if he was done
the percentage of travel would decrease
greatly."
Overstocking. I alluded to this in my last, but may mention that the Narragansett opinion is that the land will carry more sheep than it has at present. Notice his in quite wrong, though I should be glad to agree with him. There is only one opinion here as to the condition of some of the cattle. Not for a couple of seasons before the large mow was taken away to South Green. This condition throughout the year was one of extreme poverty, and this, though not so much a farm talent, was the condition of some other farms on heavily stocked land, notably Swan River and some of the farms in Jefferson. Last year our overstocking came like a clap of thunder; Narragansett Island cautiously allowed her sheep to get on the mowers last year, and, before he could repair the mischief, had to take 300 to South Island, two schooners loaded to Sandy Point, and this 1000 to save the remainder, and this on a coast very large island. The Director will hardly blame me if I have tried on the side of caution in guarding against a calamity of this kind.
Sheparding. I understand it. I fancy I say that he would have each flock of sheep penned every night and fed out by day by the shepherd in charge. However such a plan may answer in the North and Australian Colonies where both the climate and pasturing are better than here, I believe that it would be little short of madness to carry it out here. There is no one who will not tell you that as long as sheep are kept within bounds they should be allowed the utmost latitude in pasturing over their pasturage lands in this country. This is an undoubted fact that sheep that require much turning to keep their within boundaries are more in the condition of those that know their ground and feed quietly upon it. How much chance then must a flock have that is being followed from daylight to dark by a shepherd and his dogs?—

The Camp not ideologically.

You are aware that this land...
List of the following sections:—
7, 8, /Cooperers/ and 29, fields.
32, 34, 27, 31, 30, 26. Swan. Until recorded
and Witham Heights, land from
Government under the Land Ordinance;
these leases falling in between 1874 and
1876.
10; part of 17 expiring leases applied
44. Expired
35. falling in in 1875, 1876, respect
and 25. the loss of connection with
the Government.
Thus, if you have followed me
on the chart you will have seen that
until 1874 we have, at least, the whole
area of country from Port Swetten to
Mount Pleasant with the exception of
lot and 25. When the lease renewal
ordnance (a copy of which I am trying
to get) is passed, I hope to secure until
Pleasant and the adjoining sections
for another 21 years. Mr. Newell
elling tells me that in conversations
he has had with Shoven, he has
found that if or the Government are in favour of the township plan, and have an idea of encouraging immigration by the disposal of small lots to people of small means. Some view it as an easy path, p.p. holds in argument with me, and we have long discussions on the subject. They say it can be encouraged to go there, and some cultivation is to be attempted. In vain shall who wish to employ these people,—the only answer Shown yet had is that a carpenter may mend a broken plough and a blacksmith shoe a horse. No one can practically show that a man can earn gain a livelihood on such, and small farming, while it never has paid or ever will pay in this country would be an publicable nuisance in our midst. And if the Government should carry this fancy out, why can we be deprived of 24 and 25? The Government issue
of 3000 acres contains between 14 and 5 square miles. Do not deal in all concessions, large enough to try the experiment on. Mr. Harvey says the Government look on the Company as a growing monopoly, say that we go on the principle of live and let live, and simply wish to carry on quietly on the land we have occupied for so many years. The Governor, I am told, will issue this week for instructions as to the ordinance about renewing leases; if passed eventually, they must treat us on an equality with other people, and so I hop that Hazen & Co. No. 194 and 25 the hope some of the Directors will put their personal influence to obtain for us renewal of these leases. Looking at the matter on the principle of equity of tenure, a thing not entirely unheard of in the United Kingdom just now, it appears the fairest thing to allow us to continue our occupation, even if as a last resource a higher rent should have to be paid.

Now for Mr. Harvey's proposition.
He will recommend the Company, in my opinion, be little short of madness. What I say is, that the Directors should get 20,000 sheep by hook or by crook, and hang on to the rest as hard as they can, till year buying more and more sheep, until at the end of the lease, they would be worthier to anybody else. If others could make money by buying sheep, are not the Company with all their well-established plant in a better position to profit by their land? I hope the project will not be carried out any more than the further one which my Hon. says the Directors have towards Vigo giving up Standy and making Darwin the head quarter, I shall content myself with stating...
the objections clear to this when the project is seriously put forward from London.

II. I go to Darwin in a few days to see Goon-Green at work, and then if I have time I will South Penn, where they will be dropping. I have begged Mr. Harvey to make up his mind to accompany me, but he says he cannot for the object, he knows all about Goon-Green without seeing the work going on, and I can report about South Penn to leave on the 18th. Wayne perhaps know nothing of his instructions which are no affair of mine, but I may say that personally, I should have been glad if he had looked into things a little more himself instead of relying upon other people. Indeed, I should look upon his return to Stanley to take him in, notwithstanding his servant's delicate state of health, but he decided to put up at the Royal Navy, where he is no doubt more comfortable. I am, &c.

Yours obediently,

[Signature]

Frank Sonc.

Manager.

Endorse.

[Signature]
Dear Mr. Howard,

No. 309

I enclose duplicates of my no. 306 which went for H.E. Marion yesterday morning. In the last page but one, eightts and pints lines beginning with the word "world", please read, "world in my opinion, be a very serious mistake."

2. I have succeeded in getting a copy of the proposed Ordinance, which is supposed to be strictly private; a copy is enclosed for your information. An official intends to ask officially questions from him, let us again urge upon the Board the vital importance of getting him instructed to grant those leases of Oct. 25, on the ground of simple justice, and also because, if they can to start the township, 2000 acres will be enough for their first experiment for 21 years at least. At all events I am prevailed upon to this extent by ascertaining with the land for praying over our heads.

Enclosure.

Yours truly,

[Signature]
To,

In reply to your letter of this date, I have to repeat what I told you this morning, viz., that I do not mean to let the matter rest until I have despatched a vessel to fetch the men who were left by Captain Campbell on Carter Island. His Excellency is, doubtless, aware that I engaged the stele for that purpose more than a month ago, and that stress of weather alone has prevented his going long since accomplishing their return.

Until this morning there
A. W. Collins, Esq.
has been
Acting Colonial Secretary.
Stanley.
has been no available vessel in the harbour: but some
communication with the owners or agents of all the new arrivals,
and hope to make an arrange-
ment with one of them without
loss of time.

I have the honour to be,

Sir,
your obedient servant,

[Signature]
Manager.
S

My last despatch, duplicate of
which is enclosed, went by Mr. E. Turner on
the 26th last:
1. As there have been so
many vessels from Bantam River this
year, I suggest that the East India
Shippers should send mails for the Falmouth, by
Lowestoft, Royal Mail and Sanjey steamer,
which need to go, instead of making
up our letters for the German steamers
alone; at the worst the bags would lie
in Bantam, while we should often
get late news by Chinese vessels than
we do under the present arrangement.

3. The Captain delivered the
materials for the Cinnamonor which ceased
will proceed in about a fortnight.

J. Coleman Esq.
Secretary, London.
I left for Darwin on the 26th March arriving on the 27th. Having no car, endeavoured to proceed myself only to go with me. On my way out I passed the Bluffs Bar wrecks and the Laguna, &c. on their road to the slip, both blocks showing not a trace of seal. The Hillside was intact. Highhead, Mount Peacock & Black Rock blocks had been already dropped, and had come in absolutely fine from seal. In the poor flock, five had just begun to show signs of seal, caused no doubt by contact with some of the pieces which the wall against which those of the Lapsioi ships had rubbed. These were however taken in lines and dressed. Before I left Darwin for King's Bluff, the Bock ships had come in perfectly clean, but in bad condition, the part of the Camp being undoubtedly
overlaid. A number of these will be drawn for Shorn Green. After seeing the
labourer works started about the third week on the 31st May when I found matters in a less satisfactory state. The day of
my arrival the Wharton tobacco pulper
place was in, about 2000; in numbers,
some 300 less than those should have been; most of these will come in with the neighbouring fronts. Out of the
number brought in there were 1000 affected
with scab, not badly, but just beginning
to show. The next day the Sunday also
were arrived for dipping, about 2000,
of which sup to the evening 1218 had passed
through the furnace. 70 of them died off.
The two fronts had only just begun bleach,
and were then in line; if properly dried
now they should give no further trouble.
On the 2nd, sent to Darwen and on the 3rd left for Stanley.

5. Saw several piles bearing
about framing D. Thorsen's house in
London; and will proceed upon the
permission given. Looked at cheap an
addition as lean.

6. Send copy of a number of papers given to Mr. Barney relative to the farm, and wish to draw the Director's attention to any satisfactory measures of soil this year, as compared with former ones. Although the whole is not taken yet, I can form a very good estimate of the total weight, which shows an increase over last year of 620 cwt., notwithstanding that 1600 sheep were boiled down last winter.

7. With regard to North, whatever the condition of the sheep may be, and it is said that the particular flock, though seen at the worst, had almost quantity of wool produced, as compared with past seasons is in itself conclusive evidence that a great improvement has taken place, evidence that no amount of writing or talking can
of a young man who had been at
our time clerk to a firm of ship
brokers, at another station distant,
and who had claim to experience.
Chief among was, as far as I was
able to learn, the fact that he
had once stayed for several mon-
ths with a cousin who was a farmer in
Scotland; and I think that some-
how, that my view was partly
correct; however, I never failed to give
him my best support. It was
not long before I found that two
heads in the same could not live
peaceably together, and before two
years were over it became necessary
to separate. (If the Director will
look at my deep 255-16 among
other, they will reflect their memories
if it is necessary to do so.) Before
this, however, he had had the
opportunity of showing what he could
do, and he handed our pistols
respectively, clean and dry. Then we
went on our fences, and loudly the outside
stockade, which has since, with the
exception of a straggler here and there, been perfectly clear. There can now be no question that at the time Clay was the more capable man of the two, and was it my province to argue that Clay's appointment though well-intentioned was a mistake. I should not have to go far for my proof. But I do not wish to do that. I have now to deal with the proposal that he himself should be supervised. Now while it is evident to say as to his energy, for he is by nature very eager-going indeed, there are at least two points in favour of retaining him. 1st he has had nearly five years in which to gain experience of a peculiar nature that he did not possess before, 2ndly the total increase of wood as well as the individual increase for the force shows that there is a marked improvement throughout the Camp. Thus let the Director consider plans to explain him for I have endeavored to show in a former dispatch that the head man must be stationed permanently in the Camp. That this question can be satisfactorily answered and considering the improvement already shown, I shall rely on my judgment, which on a previous occasion was not at fault, and hence before they order any hasty change.
9. In close particulars of wood shipped by this steamer, to which I have only to add that Mr. Jones are not fully described, but believe each contains two equal halves, one of Tommy Kutta's stock, and the other three different ages of the Tommy Kutta and Brynchiroo; but of this I will make sure before next mail.

10. You are, of course, aware that Mr. Dean is agent for the Pacific Co.; this will be unfortunate should their claims ever come here.

11. Mr. Dean is also agent for the Commercial Union Insurance Co., and issues policies at rates, much below the South British or National, the highest being $3.34 and lowest $1.50, for a house like mine, against 10/6 which we pay at present. I have asked for the rates to which I presume the National will have to conform, or else Josephinc's insurance had better be transferred.
The question arises in the purchase of land in sections before the surveyor gives notice. The sections are 52,000 acres, the presence of which would make the abandonment of such a matter of indifference. They are as follows:

- 35,000
- 17,000
- 15,000
- 5,000

For the question, Div. Dir. At the time to look into is whether it would not be worth while to extend the purchase of one land over the next 15 years, during which the lease would run by buying two or more sections half a mile at a year, 5,000 acres at 50/40 to be 1,000 which might be looked on as a tax on the land over the proposal paid.

Josephus began by buying the upper half of sections 32 and continuing the same last year. As the years, no objection would be taken on the score of water running as there would be none. Now there was enough for the supply by water to be all land is at Dawson's Dam.
12. In further sequence to the question of the being omitted before, I find that putting aside the section in dispute, there are 52,000 acres, the purchase of which would make the occupation of the rest a matter of indifference. They are as follows:

<table>
<thead>
<tr>
<th>32, 34, 37, 31, 30, 26, each 6000</th>
<th>36,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>17, 18, 19, 20</td>
<td>16,000</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------</td>
</tr>
<tr>
<td>17, 18, 19</td>
<td>52,000</td>
</tr>
</tbody>
</table>

Now the question dwells on the Director to look into is, whether it would not be worth while to extend the purchase of this land over the next 15 years, during which the leases have to run by buying, say in round numbers half a section yearly. 8,000 acres at 1s. 1d. would be £1,000, which might be looked on as a tax on the wool, or the proposed price.

I would begin by buying the upper half of section 32 and continue the same lastward year by year; no objection could be taken on the score of waterfrontage, as this would be none, nor do we want any, for the vessel by water to all such land is at Darwin Harbour.
But before doing so it would be necessary to obtain an undertaking from the Government that they will accept payment at the rate of 4½ throughout for by the land ordinance it is a little doubtful whether the existing upset price at which must can be bought means the rate existing at the date of the lease or not. Schedules under the amalgamation ordinance can undertake to pay at a price not exceeding 2½, and if the Government are disposed to sell at all the points must be cleared up. Leases under the land ordinance are granted on condition that a compulsory purchase be made of a certain block of land; now if the price for one is uncertain and might be raised a day for the sake of argument, from 4½ to 5½ during the 10 years the lease is under taking to pay for each 6000 acres leased 60 acres at 5½ which would cost him £1800. This is absurd, a lease means that he will pay his 60 acres 4½ or he would not take up the
case. But section 13 of the land
Ordinance says that he may buy any
further quantity at the same rate.
This same rate is 41. and I held
that the intention of the clause is
really, purchases at that rate and
no higher. I hope the Director will
give us their opinion on this point.

19. Enclose a sample of
wool plucked from a lamb dipped
in blue, and shall be glad if you
can get an explanation of the peculiar
colours.

21. Capt. Burnawes brought
me a ticket home to Havre for
passage, costing 303. each. I did not
see my way to paying for until Lord
Vere that gentleman, with whom I
am of, of the same.
I afterwards arranged to pay
half the
passage and expenses each
way between Montevideo and Stanley
according to agreement. Having no
instructions to pay him anything, and
knowing that he had drawn his 5/10 in
advance I thought it best to have
strictly to the terms agreed upon.

22.
and he says that he is in agreement
with the arrangement. Then in
a small account for store which he
wishes to pay in London.

15. I regret to say that
Capt. Campbell has returned from
his cruise in the Atlantic without being
able to reach Staten Island, and
Shore has obligingly continued the
route in order to have the
Ships, which corresponded exactly,
to fill the same, whom Capt. W. with
incredible folly left here. Not a
moment was lost in doing this, but
you will be by enclosed letter or
omissions that he was probably
rushed into believing that shore
was moving in the matter, and,
therefore may mention that shore
H.S. afterwards and completely
did. He speaks to him, and to the
Sailing from him the admission that
it was through the influence of
another person that he wrote as he
did. Of course until the new
arrangements the Black bread papers are
unavoidably kept open.
No. Lines writing the foregoing
I have received several letters from the
Barry and the West Shetlands about
sheep matters, which will be found
enclosed. In regard to the annual loss
of sheep I have been making inquiries
the result of which seems to show that
very is below the average. Mr. Mattoon
places his you will observe, at 10%. But
considers that with cattle increase it
ought to come closely with our experience in
Scotland. Capt. Rucker says he lost 25%
last year out of 10000 to be accounted for
only 9000 have appeared at shearing.
Mr. Dunsmuir, in Shetland out of 2200 sheep
he has lost 100 or over 5%. Mr. Haring
says that he is certain no one has a
loss less than we have, if people will
compare the losses. All 8 parts of the large
number swelled up by hoggin and ditching.
Losses to sum up, arises from these causes.
1st. deaths of lambs after cutting. 2nd. through
falling into ditches. 3rd. through sheep going
on their backs while lying in pools. The first
is more or less unnoticed the second
for the second is tendency of ditches to open
out the stream, and for the third keeping
The shepherds were thus pointed instead of bringing them up to help at shearing. This last would of course entail a much larger employment of labour during the shearing season.

If the Secretary having said repeatedly, that the Black Hawk was ordered to be placed at his disposal during his stay, meant that the Directors will satisfy themselves that he has made a mistake, I send him my despatch of August last in order to put him up as to the Company's expenditure, and he informed me that in addition to the Chief Inspectors he was instructed to look into the other branches of the Company's business. About this, take the liberty of thinking that he must be mistaken, as there no reason to suppose that the Directors would wish to conceal the full object of his visit from us, and had they wished us to supply him with other information they would have instructed me.

19. H.M.S. Dante arrived
yesterday from Australia for coal, and appears to have been recommended to Sec. of Sec. of
Admiral Wilson. Wilson was Captain of the Aurora when on
his station and his ship was always
supplied by the Company, which it would
be well if you were to write him to ask
him to influence the homeward bound
ships from his station to call upon the
Company for coal and supplies. More
of the Australian ships seem to be coming
in now, and whether the Admiren
heretofore will be bound home before long,
i which case Captain Wilson would
perhaps inform his successor as to our
position.

I now send moderate amounts
each week, which I hope will be shipped
by return steamer. In the meantime
I have been sending heavy goods, in order
that you may know what weight to send
if the Directors decide to replace the Black
Hawks immediately. If a steamer is sent
looking at the large quantities of wood now
canied which she should be the larger
than the Black Hawks of six and a half
rig. fact and good at bailing to windward, and the captain should
be a man accustomed to steering in preference to a deep sea sailor,
but who has a character for diving, and who will look after his work
personally instead of leaving all to
his mate in harbour. Should he look
for master and too apt to think
that his duties end when the anchor
is down on arrival for sea.

He. If you could get a
better class of stowing than what you
send I would be more tolerable in
the Camp. Most of our men go to
Williams who get it direct from
Scotland through warm heads. I
doubt whether a few ship rotters in
the right man to go to.

He. Should mention
with regard to little bits that the
tample and does not represent his
colour of anything like the majority
of the ships, and does the Rachman
lets me think it passes off. He has
give me a sample of some wool
in the same quality standard, which
has quite lost its colour; the drugs
endure. Encircle the 2000 gale.
In London, I have already sold 1720,
having taken advantage of the high
price you will please have 100 gale for
this with freight as per enclosed letter. The
Teal Creek sheep are dipped with this
and the limits have been sold 20 gale for
the experiment; nothing can be said
on this subject until next week,
and I hope the Director will suspend
their payment. In the meantime,
looking while increasing pace of this
dip in the Islands. Recommend a
shipment of 2000 gale, by September
or October next. The price at which
this to be sold has being fixed at
876 for gallon. I believe most
vastly is in its favour, and thus
can have doubt that if efficacious
this cheaper than tobacco, shepherds
and soap, which also in mane runs through
the varying qualities of tobacco.
12. I have lately been in formed by Mr. Harvey that the feeling at the Board of Office is that the Co. should be sued, but as the ground that in my letters to him I thought the ship too high a loss. You are in possession of all my letters, and the correspondence between the ship, those written on May 19th and 21st last year with respect to the Co. for $21, and the towage. I traced them with great care, and had to express my firm conviction that the Co. was not in 1819, at the same time. I endeavored to put it as speedily as possible to a not letting myself open to a charge of insolvency, if there was anything wrong about the letters the Director would have pointed it out at the time. The real issue point was the neutral service.

23. A copy of the Harvey receipt for passage money from the New York side. Since then there has been renewed at again in a bill on the D. Co. for $30 for
passage from here to France. I suppose it is all right, but if he was going to leave why did he get the passage money for a portion from me at all? Also please enclose an account from the store for a pair of boots and half a case of brandy to be divided with me; this he wishes charged to the inspection expenses which I conclude it is right to do.

23. 20th April. The Dinsdale arrived yesterday about 2 p.m., the deck charged 500 bags flour and received 250 bales wool before leaving off last night — rather good work — and this morning has only 42 bales to receive. Your despatch 580/2, 1731 in April, will shortly arrive.

24. 580/4. A copy of the special licence shall be sent next mail. There are 30 bags the Egeria waiting for the Athelric 134 bale wool weighing 4907 lbs. belonging to Darwin, Oct.

25. Part. The Norang lines are doing very fairly, and hope to be able to maintain regular shipments onwards. The present is a very full steamer.
I have as yet had few conversations with the officers about land, as I have thought it more judicious to let him look about and pray for himself rather than give him on any point; but I shall take the first good opportunity I have of opening the question.

27. I am. So one could have expected the laying digression to coal here, the last one did not, and they draw their work under said. After all I have written about the enormous stock of house-cold it is very much to be regretted that more has been shipped.

28. I am. Second copy of a letter this one that has yet to be confirmed, owing to some slight irregularity in the land ordinance about renewals, the latter being, that renewals of old leases under the proclamation of 1859 and 1861 are not provided for.

Your obedient servant,

[Signature]

[Handwritten text]
Sip No 300
Page 309

1. Chainage of bedding & content
2. To be supplied with a

Beck, Black & Beck

Copy of lease for Station 32

Abstract of Stock of Sheeps

Wool Weights 1876-7

Stanley, et al., Decease March

Balance Balance Seller

Wool Seller

All new orders for Wool

Particulars of Willets Wool

Wool per Venderah

Mr. Harvey's lodging and

Receipt for passages

To Emerton

5 Samples of Wool

Content

Cott to Patterson & reply to Sheep

Wool rep, date 93

Findyman on master return

Copy of Sheep to A. Beeson 1875

Wool Weights

Measurement of uke

Age of Sheep

Deaths 15/96

99/20

Four Marks

Cut Thresholds

Wool Price particulars

Shipped return

Statement
Eubel Island O.
Stanley, 23rd April, 1881

Sir,

I accordingly that your Excellency will see the Pilot this morning with reference to my request that the hulk Egeria may be moved in your fashion of water. They seem to draw your Excellency's attention to the fact that the only results that can be ascribed by it are small ones drawing 15 feet and under, beating up against a moderate wind. Capt. Melville, the Master, informs me, do not beat up under any circumstances, and sailing vessels with a fair wind and steamer would be in no way

Your Excellency's Excellency
Governor Kero.
In consonance.
inconvenienced. On the other hand, if wool is to be shipped in the Harman placers, it is necessary to have the receiving bulk moved in water sufficient to allow them to go alongside without touching the ground.

I believe that the num-
ber of vessels of the class first alluded to, anchored to the
southward of the Company's fault, does not exceed six, on the average, during the year: of these, some
sink with a fair wind, and
the rest can warp up with
little difficulty. Without
such, the placers will probably
not continue the mail service
for long, and respectfully
I beg Your Excellency to consider
to which the most facilities should be afforded, a few per cent. that may or may not come, or the mail steamers, is the success of which I conceive both the Government and the Company take an interest.

I have the honor to be,

[Signature]

[Handwritten date]
Sir,

In reply to your letter of the 24th April received this morning. I have the honour to state that the latest information which I can obtain is that the steamer shall be moved as soon as the Company's orders can render sufficient hands for the purpose.

Seeing, however, that the position she at present occupies was assigned to her by the Government nearly eight years ago, just after she was bought, and that she was then moved by a Government pilot, I think it is only reasonable to suggest that, if she is now to be moved, it is hardly fair to throw the expense of doing it upon the Company.

J. W. Collins, Esq.
Harbours Master.
Many years ago permis-
sion was granted by the "Kiel
River Company" to have two ships
each moored within the proclaimed
limits. This was for the convenience
of shipping entering the port, as
serious loss of time would be
collected through mechanics and
laborers having any great
distance to put off to ships
discharge for repairs, particularly
in rough weather, and both the
Charles Cooper and Egeria are
too large to be moved to occuro
ports safely. Mr. Dean informs
me that he has a distinct recog-
nition of this concession having
been granted.

Same decision of carrying
out in company the wishes of
Mr. Astley, the Governor, but
we hope to suggest to him
through yourself, that moving
in deep water the ship alongside which, at least half the mail passengers go, would be a great convenience to the Rossos Co., as well as to myself, and that she means she is to the settlement. The better it will be for the general public. I wish further, to suggest in conclusion, that a regulation which may have been very suitable when made, nearly four years ago, may now, under present conditions, have become out of date.

Have the honor to be,

Yours obediently,

[Signature]

[Recipient's Name]
Falkland Island Co.
Staley, 29th April, 1851.

Sir,

I have the honour to enclose herewith the certificate of Registry of this Company's schooner Black Hawk, which was lost on Staten Island on the 26th of February last.

I have the honour to be,

Your obedient servant,

[Signature]
Manager.

[Signature]
Acting Colonial Secretary.