Neurod 970
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<th>Item</th>
<th>Quantity</th>
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<tr>
<td>Brandy</td>
<td>26</td>
<td>12 Bushel</td>
<td>3.5</td>
<td>86.5</td>
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<tr>
<td>Bish Bic Carlsberg</td>
<td>460</td>
<td>150 each</td>
<td>7.0</td>
<td>1050</td>
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<tr>
<td>Bish Bic Firm</td>
<td>3</td>
<td>1 cwt</td>
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<td>3</td>
<td>1 cwt</td>
<td>3.0</td>
<td>9.0</td>
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<td>Bish Bic Finance</td>
<td>2298</td>
<td>1 cwt</td>
<td>1.5</td>
<td>3447.5</td>
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<td><strong>Total</strong></td>
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<td></td>
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</tbody>
</table>
Tackland Islands C.
Stanley 28th March, 1878.

Sir,
I have much pleasure in complying with your Excellency's desires that I should give my opinion on the proposed deal act.

In 1869 an ordinance was passed under which it is in the power of any occupier to prosecute his neighbour for allowing cattle sleep to thing, and yet during nearly 11 years no one has availed himself of this act. It is sufficiently stringent to render a conviction prospective to a defendant; the reason why no one has yet prosecuted under it is, I suppose, on account of the time that would be lost in coming into Stanley before the Court is. But in a small

Sir, Greetings,
Your humble servant,

Stanley.
of such importance a person should submit the sacrifice of a little time before declaring the present law to be a thing long, or calling out for an inspector who is as likely as not to prove a thing that to the majority of the sheepfarmers in the colony.

Before asking for an inspector before whose presence some people seem to think that their will vanish, we ought to make sure that this desired end cannot be attained without the employment of such a costly individual. It is no secret that the struggles of the sheepfarmers are not the only ones, and the majority can ill afford to add to the yearly expenditures that they already feel to be heavy.

The Company have suffered from sheep more than any farmer in the islands, and have spent thousands of
founds no advantage to carry it. Everyone knows how clean and fresh our sheep are at present, as compared with two years ago, and the reason is simple. During the last two seasons we have kept up two staffs of men, one for shearing, the other for dipping. We make no alteration in the dip, excepting that it is, if anything, less strong than before; but we shear them, one day, and dip them the next, in the case of a wet day putting the lambs through also. Formerly our old system was to get through all the shearing first, and then dip; but as the sheep and lambs break out with foot-invariant in March or April unless prevented by a dipping off the sheep, there was a vast quantity of disease in the sheep before they were handled. It is now our practice to get the sheep up again before winter, and give them a second dip, which in the majority of instances has been
Sufficient to keep the flock clean, although cases of pelt occur in sheep that have been uncared for the gathering.

The double staff necessarily takes of course extra labour, and here the shears will finish. If you frequently will compare the immigration returns with those of the increase of sheep you will discover that the farmers must, for the most part, be short hand; this I believe to be the case. To get through shearing, which ought to be finished early in February and must be in March, every available hand is employed, and no one can be spared to work at the dipping. The farmers is between the hands of a dilemma; either he must hang his shearing and submit to the pelt, or care the pelt, and not finish shearing until near winter. The remedy, of course, lies in the employment of additional hands, with regard to which the Cheapside...
Inspectors would be likely to bring
forward, but could the farm owners
afford to pay for them?

The primary circumstances
of the Falkland Islands farmers are:
perhaps, the most important element
to be considered, with regard to the Seal
Inspector. Can he be afforded? Will
not his appointment entail ruin to the
majority? Your Excellency is doubtless
aware that most of the settlers have
received very great support from, some
indeed have been started entirely with
the assistance of one or other of the
Tantivy firms. It is no secret that
a majority are still largely indebted to
the Company or Messrs. Dean and Sons.
These must be a limit to all advances,
and my opinion is, that with the
expenses, firstly, of paying for an
Inspector, and secondly, with the outlays
ordered by him to pay nothing of any
kind be imposed or consent to be
imposed. This limit will in some
instances be considered. The gentleman
who is understood to be the strongest
advocate of an Inspectorship is
independent of this consideration.

Inspector. Scand in
That is far more than it was ten years ago; this is owing partly to farming better, and, as we gain experience, and know how to adapt our farming to the peculiarities of the climate. Few of those who heard will disappear, but without the assistance of an Inspector who, whatever might be his Australian experiences, would have much to learn here. The Company passed through many years of adversity before they were able to pay a dividend, and persons who have settled within the last few years must not forget that they also have to buy their experience. Already some of these farmers who have this year followed up the plan of grazing and dipping simultaneously, and others, if they can possibly manage it, are sure to do the same as soon as it is recognized to be the right way to keep down foot.

With reference to the draft ordinance itself, I will only remark that great exception may justly be taken to the annual rate proposed to be laid on all sheep in the colony.
On Lundy, April 2d, 1823.
Keppel, Saunders, Parson, Woodard, Peers, and New Island. These are
isolated sheep farms on which the
existence of any amount of sheep can be
in no way detrimental to the interests
of any but the occupiers themselves.

And I must also point out on behalf of the
Company, that the peninsula of Harpoon is
to completely shut off from the rest
of the East Island by a wall, through
which sheep are not allowed to pass,
that it would be unjust to give the
Inspectors any jurisdiction over the
flocks there, or to levy the rate on
them, as though they were sheep that
could be by any possibility instated, or
be instated by a neighbour.

They have to say, as the
representation of the owners of more
than 100,000 sheep in this island,
that I should disapprove, under
present circumstances, of the
appointment of a seal inspector;
but I should add that I should not
object to a proper dipping being
rendered compulsory at the right time;
Say, for instance, that all sheep in any park affected with scab should be dipped a first time by the end of February or the middle of March, and a second time by May or June.

In conclusion, I may mention that His Excellency the late Governor went into this question just before his departure, and, if I may be a little of mine own opinion, the measure, he wrote me on the 10th January, 1876:— "Thank you for your advice, it is as I thought— an unnecessary measure. Conclude this winter do not fancy presenting each other under the 1867 act."

I have the honour to be,

Yours Excellency's most obedient servant,

[Signature]
states on Black Husb.

Much of the work on board has been stopped, and has had to be done over again here in a substantial manner. It was not wonderful that the side swivels leaked, they were put in in the most disgraceful way. Into the glasses actually rattled for want of packing, and the brass frames themselves were only partly banded with white lead. I had two good rights for a trial, and in a strong breeze during which they were constantly under water they were as tight as a bottle, so I opened the other two in the after cabins, and will let her go a voyage before touching the others. The swivels themselves are not of the best kind, they should have been filled with dead doors like those in Nidsdale's catalogue, plate 108 figure 15. It is most stupidly arranged so that every drop of sea water or condensed moisture runs immediately but into the bed, which I have altered
by providing supper inside the tent. The consequence of exposing one with sail right up to the deck has been that a quantity of water had run out all the passage in the form of salt water, and has ruined a lot of bedding. The pillows are almost as bad as the dumps of cocoa-nut which she was first filled out, as any one ever known to be really comfortable with his head in a haid. How! The foredeck companion is very well in the bow, but utterly out of place at sea, where it is constantly under water in bad weather; evidently not meant for such a thing. The children were so much suggested to lying just where it is. The bath was never a bathroom for want of head or bed. The bath is it is too small for anything but the most human things to put over.
for baggage, and the companion is so contracted, that a medium-size postman has to be held down through the skylight. The skylights are badly fitted and leak all over, and the same remark applies to the deck lights, some of which are put in without any white lead whatever. The extremities of extravagance and unnecessary waste in the supply of an unseaworthy covering amount at £15.10. with lanolin, etc., and of painted urn bases and chamber-ensibles! The foregoing are the chief criticisms that have occurred to me in other respects the vessel is vastly improved, as indeed she ought to be, with an expenditure of the registration fees, and I understand more than the price that ordinary commercial people pay for a new vessel of the highest class.

Stanley 29 March 1878

[Signature]
Sir,

This vessel has just returned from Victoria Harbour and will, I hope, be dispatched this evening.

2. Up to the present time (3 p.m.) the Sparrow Hawk has not arrived with the mail: I fear that something must have happened to her.

3. I should have mentioned last mail that Mr. Clay begged to be excused from writing, as he was very busy and had nothing particular to say.

4. There is room for the following married men: Archibald Archison, Ballendean. Cupar Frye, and J. Stilpagan, Darphin, Cupar Frye, recommended by Peter Archison.

5. A man named Allan Sharp who came down from Monte.

J. Coleman, Esq.
Secretary, London.
Vesey last year, and has worked at Rainswai and South. Am very partly
left to engage with you, but as Mr.
Day and all the foremen assure me that a more useless man never
worked under them, you should
have nothing to do with him.

6. The new clause against
"intemperance or disobedience in the
agreements does not meet the evil
under which we suffer as well as
"drunkenness or neglect of duty."
Drunkenness being the chief one,
we have to contend with. You have
an unfortunate knack of putting
up drunken to fill important
posts. For instance: Ernest,
Gibriel, Alody, and Hardy, the
Cooper.

The last named, after
doing all in his power to get
discharged, has now given me his
monthly notice, and, of course,
jumps $25. A more unprincipled
umbrage does not exist. I am con-
sequently alarmed about the
supply of coals at Gorse Green, as

as he has no boarded and frittered away his time these three last seasons that he has just set up on an average a cash a day. If you could only manage to supply me with people of good character instead of the drunken ruffians you send me, you would benefit the Company and relieve me greatly. I must now ask for another Cooper for Groveland, to be here in time to set up the shoots that came by the Seacrooks so that they may be ready by next February. He would not for ten years have to set up more than 500 or 600 casks, which ought not to take a good workman many months, and the question is whether you could get a cooper and carpenter combined, or a man who will honestly join the carpenters as soon as all the casks are set up, and not lay out his cashes to do to make them spin out over the year. I should like to know on good authority how many fellow shoaks a man should set up.
in a day. Hours accommodation or unfurnished lodging should be specified in the agreement, as Harry considers his present agreement entitles him to furnished apartments, and will argue the point with you on his arrival in London.

6. The Consul has been 4 days or demurrage.

Your obedient servant

[Signature]

P.S. [Signature]

Enclosures:

1. Bills of lading
2. Manifest of cargo
3. Remarks on 2
4. Consul’s certified account
Remarks on cargo for Brussels.

The outside and Saffonic wool are numbered independently this year, and will still be about 90 bags more for the next ship. A quantity of the sheepskin, in fact nearly all the losses, are damaged by exposure to the weather. I have returned nearly all the fragile pieces for the house, as per enclosed receipt. They opened them all, and found that, with the exception of the bedroom ones which were properly packed in straw, they were all to be fraudulently put up, that Kriehs followed as a matter of course. One order purports to say that they will be found exactly as he opened them, excepting one case which held three pieces of fine back or figure, tied up with string, which of course got adrift, and smashed up the bars of the grate. Some pieces of marble, which cannot be repaired are also returned to be replaced.

Stanley.

24th March, 1870.

[Signature]

[Stamp: Lieuwerin-brouwerij]
Manifold of Cargo
shipped on board the barque Trossachs, Batchelor Master, Falkland Islands for
London, consigned to the Falkland Islands Co.

<table>
<thead>
<tr>
<th>Marks of Sale</th>
<th>Goods</th>
<th>Shippers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>304. Bale Wool</td>
<td>Falkland Islands Co.</td>
</tr>
<tr>
<td>J. Bonner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.G.G</td>
<td>38, 38</td>
<td>J. Bonner</td>
</tr>
<tr>
<td>H.B</td>
<td>70</td>
<td>H. G. Coat</td>
</tr>
<tr>
<td>F.C.</td>
<td>91, 91</td>
<td>A. Petersely, Falkland Islands Co.</td>
</tr>
<tr>
<td>J.B</td>
<td>103</td>
<td>J. Bonner</td>
</tr>
<tr>
<td>H.B</td>
<td>553</td>
<td>J. Bonner</td>
</tr>
<tr>
<td>A.P.</td>
<td>1 Bale Hair</td>
<td>H. G. Coat</td>
</tr>
<tr>
<td>J.B</td>
<td>1 Blanket</td>
<td>A. Petersely</td>
</tr>
<tr>
<td>A.P.</td>
<td>2 Bale, Lather</td>
<td>A. Petersely</td>
</tr>
<tr>
<td>H.B</td>
<td>45 Salt Pipes</td>
<td>Falkland Islands Co.</td>
</tr>
<tr>
<td></td>
<td>100. Sails</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. Quantity of Sails</td>
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</tr>
<tr>
<td></td>
<td>A. Bones</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. Baggage</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(from Victuall)</td>
<td></td>
</tr>
</tbody>
</table>

Address for Cargo:
J. G. Smith, Factor, 3 Stores, Ricks' Wharf,
Blagdon Lane, 1. Aug.

Falkland Islands Co.
Stelmer, 29th March, 1798.

Signature: [Signature]
Sir,

My last note for Trossachs, which sailed on the 30th ult. Their despatch No. 20 (duplicate) and 322 only reached me after a desperate passage of 10 days from Montevideo with loss of her long boat and damage to sails. Is my family leave by this mail I trust I may be excused if I do not find time to answer you very fully.

2. I know nothing of North American coals.

3. But an increase of subsidy I know to be out of the question. I hear from Capt. Campbell that V Board 100 have abandoned the idea of running the mail - I think they are nearly at the end of their tether. I have taken joint action with Dean and reduced the price of most of their

P. Coleman Esq.

Secretary

London.
principal supplies; we think we shall soon run them out. I have read this paragraph over several times and cannot clearly see what the Directors consider "can only be done." There is some omission which makes your meaning obscure.

2. Par 6. I was under the impression (wrong perhaps) that the Company would find the Doctor a house, I may have only inferred that they would not allow a change to build on their own freehold, and they must be housed somewhere.

5. I received the reports onulator; some time since, but I think I may fairly ask to be supplied with earlier accounts of produce generally. I have not yet received accounts sales of wool and other Company's produce per "Lisbon" although the first time more than 8 months ago, and the Speedwell wool account sale has not reached me, although I see it.
is on the way. I have not been able to make my annual Blue Book returns to the Government. The Roaster coal is dirty and wasteful, burning away very quickly, it cannot be compared with the excellent coal that came per "Vicas of Brompton" last time, of which I fortunately received enough for my own use. It does not break in shipment to the extent you imagine, being for the most part lumpy, and even the small beans and cakes readily. I will see about the Margaret Strand where I have time.

B. Par B. Martin reported lately that the sheep at present had realized 
$12 the shillings per head - I have no doubt he has gained by his visit.
but, like an idiot tried to pass himself off as a person of greater import than he is, and ran into a number of expenses which he will have to pay himself, ill as he can afford it, being over head and ears in debt.
IV. PAR. 4. The leases of most of the chosen land sections have been renewed during the past few years for 21 years, so there is plenty of time to secure the freeholds. My idea is to go to work systematically by starting from the Westwood and buy up freeholds as we have land orders to pay for them.

IV. PAR. 5. The house is progressing well and about 20,000 bricks have been laid. Robson died rather suddenly last month, but I have kept John Steele there to do the rough work, and have two other bricklayers now besides Oliver. I regret to say that both Oliver and Watts are thinking men; both have been warned not to misconduct themselves again, and I hope will be steady for the future. Poetry is the mainstay of the work, and I have every reason to express my continued satisfaction with them.
9. Case 9 and 552-2. For the very reason that gold is so scarce, it is so more prized when it is paid out, considered that the greatly paid in gold would be thought more than the same amount in silver.

10. Par. 13. I hope Mr. Burgess has by this time called upon you. The same that a negro was at his own risk and so I presume would be any other venture. He said nothing about clothing, provisions &c. and as to flour it could only be guided by the market price, which I do not know. This mail since flour has been put on board at about 3/4 per 100 lb. Bag.

11. Par. 16. When I estimated the ship of wool at 1,000 bales I did not think the Walker Cheek press would be as well worked as it has been. The quantity of wool is equal to our expectations, but as the bales are
average nearly 6500, and the number will not much exceed 650. As to the
want of harmony between the two managers I see no prospect of an
alteration. I will give you a recent instance. When at Rassimford I ordered
The long boat belonging there to be
sent down to Walker Creek with the
Massachusetts for shipping the wool. I
was obeyed to the letter. The boat
got, but without oars, rudder, middle
mast or sails, and was of course very
awkward to handle. In my next
letter I intend to let you know how
injurious by such proceedings will
each as regards himself.

12. Part 7. I sent a statement
as to the Black Hawk's headlight,
which will enable you and Messrs.
Metcalf to form an opinion of one
of their best men.

13. Part 8. I will find out what
I can about insurance.
14. Par 23. I should like to have heard more about the War of India, which is a complicated business, and I am uncertain whether I have advised the Captain right or not.

15. Par 24. I think Mr. Waldron should have told me about the "city," and not allowed me to suppose that his vessel would go per "Victor of Trafalgar." 

16. Par 25. I cannot give a decided opinion at a day's notice about the "Victor of Trafalgar" matter as I must to a great extent be guided by statistics which would take time to prepare. My impression is that running one's own vessel should pay better than chartering.

17. 52r-2. You are surely aware that the charge for specie by mail schooner is 8 1/2%, why then, should you reduce it to 6 1/2? 

18. Par 3. I do not have in your sorrow on Mr. Waldron's account. I hope on the contrary that he will be well better. He wrote me on 5th February
"As regards cargo for the "Massachusetts" there is not in all 160 hides, and being dipping and shearing have no wood ready for her. Should he not have said openly that he had a vessel coming, and not led me to believe that his cargo would go per "Vieus"?

19. Par. 4. Again cargo is left behind at Montevideo, and some important documents to the dispatch are in the office-case. For such small economies is it worth while so constantly to run the risk of delaying documents that ought to have promptly? The Times seldom arrives complete now; if the expense of posting it is so great I should be happy to pay for what you would otherwise send in a box.

20. Par. 4. I think I can understand all the arrangements with regard to W. Williams affairs several things I can see clearly viz. that he has
about £1300 for current expenses about £700 of which he already owes and must pay down on the nail as no one trusts him, that the remaining £600 will be filched away in a few months, that he will then give a further mortgage on his wool of 10%. Then a month or two afterwards he will arise at the stage when he declares that £300 will see him over all his troubles and in some water for the rest of his life and finally in less than 18 months Miss' and sons will be masters of Port Edgar.

21. Par. d. (You say the 'Black Hawk's' repairs will be added to the value in Your books - what about ours? Are not our vessels account getting into an extraordinary mess? Black Hawk' charged to Islands. In
improvements to London Office, Sparrow Hawk never charged to
Island but kept on the London
books, and permanent additions
which add to her value charged
here no nothing account, because
you do not allow me to open an
account for her. I cannot see any
system in this at all.

22. Park I have directed the
Storekeeper to see what is wanted
and will if I have time enclose an
order.

23. The following men are
leaving or have lately A. McCall,
G. Smartes, W. Morgan, J. Middleton,
G. Mathieson, T. Dobie, W. Scott,
J. McLeod and R. McLeod all but
Morgan, Middleton and Mathieson are
from Lapham, reckon-
ning that some more whose time
expires shortly may be leaving this
year, I consider that these nine
should be replaced and at least
10 or 12, more sent before present hearing season, say 20 men in all, of whom six or eight may be married, but don’t send all the married people at once. I have no objection to the re-engagement of Middleton and W. Scott, at not more than £ 65 or 70.

24. Five out of six mules arrived (per Sparrow Hawk) alive.

25. Enclose a draft of a proposed Deed ordinance, about which Mr. Governor has been collecting opinions in the colony, I have opposed it in the enclosed letter.

26. The Black Hawk arrived on the 2d of February, all well, and has since made a trip to Norfolk, Walker Creek and Damin. I have written separate notes on her repairs. The Male has left, not suiting Captain Dixon, as far as I could judge he is not a man of much energy.

27. I have only a few notes about the house. Pacey wants to know if Mr. Pike has not omitted size for the
woodwork, and how much hair is required for plastering, and where it is to be got. Now as a 24-in stone has been used in Mr. Langdon's house and must be replaced next ship, and Oliver wants oak red ochre for the brickwork.

20. As there is no actual reason why I should be present while my new house is building, I shall be much obliged if the Directors will consent to my coming to England as soon as I consider that I can do so without injury to the Company's interests. Everyone here recognizes the necessity of a change from this sort of life at least once in five years; it is difficult for people at home to realize. The fact that this is not like other Colonies, but that outside business, there is a great want of all that goes to make life enjoyable, and that people who take most as
It were un liable to negotiate, or to go back rather than forward. It is not necessary to say more, having expressed my wish for a change as soon as circumstances will permit of it. Perhaps I should add, that all I want is the refreshment of a season in England, and that I wish to stick to the Company if the Directors will consider me worthy of confidence.

Sir,

Your obedient servant,

[Signature]
Enclosures

Duplicate No. 2518258.
2nd Exchange No. 497 for £519.19.5
Landing certificate Black Hawk
Stanley Journal Jan 8 Feb.
Cash Book Feb. 1st March
Voucher 5th.

California Shearing acct 1107.
Outside
Camp Wages return 31 Dec 77.

Copy British ordnance (proposed)

To Collectors on 2nd March

5 1/2 Trossachs

Copy to Directors 29 March

Notes on Black Hawk

Account of Sheepskins 90 bales

Halletter on Seattle Black Hawk

Shipping report

Two receipts for passage

Cobb to Coleman 30 March 78.

Packer's cheque for 135. 13.
2nd April 0

In your Ledger Entries dated 22nd December last you appear to have paid 
Thos. J. for his Jolly
Cash on account of Debtors at

But no journal 

entry by particular for whom this payment was made, having been sent it is impossible to 
charge the same this side.

Yours,

[Signature]

[Name]
2nd April 18

I have to request you to pay the following amounts:

1. Middleton
2. M. Matheson
3. Tobin
4. Scott

D. M. Innes from Mr. Tolmey's
of posticpring cottage
Cullenboch Village Inverness.

McEwan Eastwell from her son
26 Union St. Preston, Lancashire.

I have also drawn the following drafts in favour of:

Sir Henry Wood for passages
The London & River Plate Bank.

No. 1, Ring Nr.

Against the above, I remit as follows:
Draft on Mr. Wright Liverpool
Cheque from Rattle Down Scott.

Yours etc.,

William Annan.
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<tr>
<th>Block</th>
<th>Sheep</th>
<th>Wethers</th>
<th>Rams</th>
<th>Total</th>
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<td>Mariquita</td>
<td>722</td>
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<td>1,688</td>
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<td>871</td>
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<td>601</td>
<td>618</td>
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<td>Arrow Harbour</td>
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<td>594</td>
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<td>800</td>
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<td>1,438</td>
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<tr>
<td>Island 50</td>
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<td>642</td>
<td>26</td>
<td>1,443</td>
</tr>
<tr>
<td>Seal Cove</td>
<td>623</td>
<td>667</td>
<td>17</td>
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</tr>
<tr>
<td>Barreda</td>
<td>1,447</td>
<td>1,299</td>
<td>29</td>
<td>2,775</td>
</tr>
<tr>
<td>High Hill</td>
<td>559</td>
<td>518</td>
<td>19</td>
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<tr>
<td>Lagoon Isla</td>
<td>703</td>
<td>658</td>
<td>13</td>
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<tr>
<td>Swan Inlet</td>
<td>1,715</td>
<td>1,507</td>
<td>33</td>
<td>3,553</td>
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<tr>
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<td>955</td>
<td>909</td>
<td>17</td>
<td>1,881</td>
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<tr>
<td>Seal 40</td>
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<td>Sea Lion Island</td>
<td>75</td>
<td>10</td>
<td>50</td>
<td>143</td>
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<tr>
<td>Seal Island</td>
<td>69</td>
<td></td>
<td>70</td>
<td>139</td>
</tr>
<tr>
<td>Hare 40</td>
<td>7</td>
<td></td>
<td>4</td>
<td>11</td>
</tr>
<tr>
<td>Bodie Creek</td>
<td>446</td>
<td></td>
<td>418</td>
<td>664</td>
</tr>
</tbody>
</table>

Total: 17,028 sheep, 15,345 wethers, 2,077 rams, 542 sheep, 33,202 total.
20th April 3

By an omission, draft No. 999 for
in favour of the Colonial Government
was not advised last mail.
I have since drawn in favour of
6, Athens & 60% for
London River Plate Bank 60%
Please pay Mr. Langdon

[Signature]
Sir.

As seventeen of the crew of the "Star of India" have refused to go to sea, and are imprisoned for three months, Capt. Oliver has chartered the "Fairy" to get a crew from MonteVIDEO.

2. I have undertaken the charter for $150, with 4 days in MonteVIDEO, which, with ordinary good fortune, will pay very well. The master of the "Fairy", not being a navigator, I have introduced for him Capt. St.-Antipoll, wishing him to have an opportunity of showing what he is made of. He is instructed to write to you advising his arrival in MonteVIDEO.

3. The "Blackhawk" arrived on the 2nd with my family, Miss Blake and Mr. A. Blake on board, and if she has had the winds that have been promised her, will have made
an extraordinary passage.

I have to announce another transaction from the Company, that of Andrew Bataluga, a large customer for hides. The cause being an attempt on my part to carry out the Board's instructions as to credit. Owning over £3000, (the exact amount to be determined by the sale of hides now in transit) he drug upon me on the 25th, for £50, which I refused paying until I could learn something of his means. In my intentions, they being creditors for £1200 to £1300. Finding that Mr. Dean was intending to carry out a long-repested demand to the Bataluga unless he paid him £400, I proposed that the latter should give me an undertaking to kill and secure on 500 hides to be ready within six months, when I would be responsible for the payment. I then named him to Mr. Dean and honored the draft for £30. I the next day ordered
was that the account was to be transferred to Danvers, who are responsible for the small sum due to the Company.

Strangely, this join: Smith, Cameron, Greenhills, Williams, Ontario, 
the Without Danvers, all of whom have at different times preceded, and

gone to Dean. This difficult to see 
where this is going to end, at the time
when so much criticism was expressed
as to the farmer's account. I was told
that the steps to be taken were unlikely

to benefit our constituents, but I was
of a different opinion. I consider that
we are witnessing the gradual decadence
of the Company of its wholesale and
agency branches, and the reason is not
far back. Danvers expresses more
confidence in the farmer's future than
the Company does, or they see that
they can gain much business by

a moderate risk, and the advances and
assistance that they extend to people of
all classes are altogether on a larger
scale than ours. If a farmer owes the
Company $500 to $1000 and wishes to
Remove his business. Deanston's draft for the balance due is to be had by the first mail; if a working man wants to build a house in Hanley, Deanston's give him unlimited credit for the materials. Who but Deanston's have stood off ruin from the Williams for the last few years? It is not to be wondered at that I had hand and foot bound to do no business but what affords perfect security and in practicality for ready cash, cannot stand against such a liberal advocate. I seemed, at the outset nearly the whole of the West district business as well as that of the East already broken, and it is not without regret that see it melting away. Our wholesale business is gradually going and in the course of a few years we shall have nothing to do but to sell tea, sugar, and ready made clothing to our own tenants. In the state of things cannot not be kept
6. It has been well suggested that the tiles from Harrods might with advantage be laid throughout the passage from front to back of the house, instead of being confined to the porch; that stanch, too, may wear out, and requiring constant gilt, perhaps. On consideration, Mr. Pils, you may think it worth while sending some out.

7. Rumors about the war are misleading, some say Board will have given up for want of means, or that they will get the contract. Then that any great falling away from the Black Hawk's standard will raise an outcry, and the question now ensues is whether the Governor is or is not prepared, black in position, within that, whether any vessel opposing Black Hawk will have the assistance...
a. Having to provide more than £600 per year for the cost of living, I have had to pay by drawing on the Directors' note, which I shall send a further bill on the owners, probably one to two, more likely £400. We are going to look up the money question before next mail, and endeavor to make an estimate of the payments. I have to make annually, to provide which I have only the receipts in the retail store and butchery, and £200 a year for the mail. As admitted in a late despatch, I must get the deficit from England, either in cash or by draft.

9. I have not sufficient information, to enable me to pronounce a judgment about the desirability of owning a vessel. I know next to nothing of the London expenses, and of the cost of chartering and periodic repairs. If she could run constantly full and pay, there is no doubt that she would pay, but after carrying as she has done, two cargoes home, it is
of Colonial funds in the shape of an increased subsidy, to carry on the competition. If not, the contest must be short, but if it should be so the Company cannot expect to drive the opponent out. But I think that in the present economical times the Colonial Office would never allow an extra expenditure of some hundreds a year merely to support the subsidy in what is, after all, nothing but a matter of sentiment, not calculated to advance the interests of the Colony in any material manner. If the Company undertakes to carry other people's goods when they have room, merely asking priority for their own cargoes, practically the Colony will be as well served as under the old regulations. Can you just count the Colonial Office on the subject, and public opinion even before them, a piec which they have probably seen little of in their communications from this side?
followed by the first of the next year, there arrives a time when she must make an intermedial ballast voyage. Does this pay? The last one with moderate passages and good departure has lasted from June 2 to Dec. 1, six months. There are estimates of her annual cost in repairs, wages, provisioning, insurance, interest and sundries, amounting in 1876, making the year begin. The cost was £1460 a year. If the vessel would have the cost of last voyage b, which was £87 10s. for 280 tons ballast, hire at 17. per ton, and £17 9s. 6d. for loading in London. Would you get a vessel to load the cargo here for £307 10s.? I think it may be assumed that the cost of the ballast voyage is refunded by the outward freight. Allowing the vessel to make three voyages in two years, between two freight of £300 and one outward £500, she would...
great & 4000 in the time, and no
expenses according to your estimate
would be 15000, that is putting
her cost as you do at 6000, should
nothing 1200 in two years pay for
herself in three. I am aware that
I am writing only on estimations and
not on facts. Apply the calculation
to a newer and better vessel, and if
the man pay for himself in double the
time, still it will pay the Company
too.

Passing to the working of
the vessel, and here, everything is in favor
of our own ships. We work more
humbly, more quickly in every way.
When, for instance, Capt. Dyer
steers a
stock on the gally, no sooner in it
than mastered: a word to the crew, and
they are all astir, keeping our hand;
whereas in a similar case the crew of
a chartered ship, I would be
looking on, the mate growling at the
delay, and the captain mumbling
something about demurrage. Now you
ask my advice. I should say don't
build, but buy; there is no blunting
the fact that ship building is not
the Company's forte. Witness Black
Hawk £1000, Pioneer-Hawk £750.
Now, 12 tons, £300. I should like
a vessel of 400 to 500 tons, any
thing larger would delay the first
annual cargo. Understand Capt.
Buchanen that the Cascade, 350 tons
10 yrs. AV, cost £7000 to £8000, or
£13 to £18 per register ton; could
not a vessel some years old be got
at even a worse rate, or why with
the assistance of a competent, trust-
worthy advisor will you put in the bids
while shipping hands can you not
bid as cheap as other shipowners?
Only on this last condition would I
advocate building.

10. Added a further
small order, and may remark that
both and others are at a very low
rate yet, many people being about
haunted, of these for women and
children, for Black Hawk we could
have sold twice or three times as
many.
11. Secure the exact dimensions of the King's mainsail when made, not to be confounded with the dimensions of the bowsprit, gaff, etc., and have book for a new one, as, on surveying the old one which did duty until the new sail arrived, it was found incapable of repair, and the ship should carry a second mainsail in case of need. I presume these measurements are sufficient; you also have, I believe, the scale of the mast, but when the sail was ordered.

Sincerely,

Your obedient servant

[Signature]

[Note: Additional handwritten notes]

- 12chp. deep. 253
- 2nd exchange b. 102. 12. 3
- Letter trans. to Ostman
- 2 Bils. of lading
- Order for clothes
- Ordered lading account
- Ottoman لهم accounts
Notes on Wood and Iron Ships.

A wooden ship requires painting and coating periodically, is more liable to strain in bad weather, and handling cargo, is liable to rot and so far as I am able to judge, requires more outlay to maintain her than an iron ship. An iron ship must be docked each voyage to have her bottom cleaned and coated with antifouling compositions; there is also additional difficulty in her navigation through the variation of the compass; how far this is practically a disadvantage, I am unable to say, but believe it is easily got over. An iron ship has several advantages. She does not leak or damage her cargo as a rule. One ship simply be placed on the water. In wind, could the discharge continue, the William Horn, grounding in soft mud, is half full!

A wooden ship getting aground.
true such a hole in her bottom, has a chance of getting into port, and being repaired; an iron one, under the same conditions, is a total loss. Well — so much the worse for the Underwriters. When a ship gets aches, what do nineteen Captains out of twenty say? "I hope she won't come off!" And why? Because all the steaming and hammering she has undergone, the chances are much against any repair ever making her equal to what she was before. I have talked about ships a good deal at different times, with masters and others well up in the subject. For a certain price you can get a ship turned out ready for sea complete throughout, down to the last egg spoon. Lemons brought from a shipping circular daily and tea. The price for
large vessels appears to me to be from £12,000 to £15,000 for a single deck, and
building a screw. I conclude that for a vessel of 250 tons this would be
but a slight rise of any price to.
What did the lady Stranahan cost?
She was valued at £300. I have
just polled down these notes as the
Directors are considering the question
of buying or chartering, and I should
like to get some more information.
When I was in England I should like
to go thoroughly into the matter, and if
they decide on buying, I should be glad
of the occupation of looking after
and fitting out a vessel.

Lener E. Saha.

Colonial Manager.

Harley.
16th April, 1878.
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1847/70</td>
<td>30 Wnds. Ale. 1620 gal.</td>
<td>£20.50</td>
<td></td>
</tr>
<tr>
<td>1847/70</td>
<td>20 Hlled. 360</td>
<td>£4.10</td>
<td></td>
</tr>
<tr>
<td>1847/70</td>
<td>1 Wnd. Port. 57.</td>
<td>£1.17</td>
<td></td>
</tr>
<tr>
<td>1848</td>
<td>1 Cash. Draw. 77.</td>
<td>£1.70</td>
<td></td>
</tr>
<tr>
<td>1847/80</td>
<td>150 casks Whisky 600</td>
<td>£180.00</td>
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</tr>
<tr>
<td>1847/80</td>
<td>6 Hogs &quot;91</td>
<td>£43.10</td>
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</tr>
<tr>
<td>1847/80</td>
<td>20 cts. J. Stanley 97</td>
<td>£12.00</td>
<td></td>
</tr>
<tr>
<td>1847/80</td>
<td>2 1/2. Cash. D. 28</td>
<td>£1.12</td>
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<tr>
<td>1847/80</td>
<td>1 Wnd. Port. 56</td>
<td>£22.00</td>
<td></td>
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<td>1847/80</td>
<td>10 casks. The Atlantic</td>
<td>£10.00</td>
<td></td>
</tr>
<tr>
<td>1847/80</td>
<td>50</td>
<td>£10.00</td>
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<tr>
<td>1847/80</td>
<td>14 frs. 100</td>
<td>£209.00</td>
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</table>

Total: £555.9.0

20th April, 79

F. Scott

Agent for

F. Scott

2nd April, 78

J. Scott
1832
10 Cases Cavendish Tobacco weighing 1115 lbs.

Sold: April 7th

Frederick Barrow

Agent for

Highmore

April 7th
Manifest of Cargo for Vessel of Royal
Dy. Green, from London arrived 27th
April, 1796, consigned to the Falkland
Island Company, Stanley.

93 Tun 4600 lb. more or less
1800 Prints
2000 Bricks
60 Bales, 240 halt.
200 Hanks Yarn
60 Bundles, Flax
2400 Sheet
60 bales, 4000 lb.
100 Bundles, Burlap
50 Jars Spirit of Salt
1150 Pounds, Bury
1000 Tins, 40 lb.
1000 Pounds, Frising lights
1000 Pounds, Wire frising
1000 Bundles, Frising lights
1000 Lb. Sacks
Weare, A. J. Spence, as per Bill of Entry
1244 packages, General Merchandise

 receipts.
 Lawr. Egan.

Signed.

Stanley, 29th April, 1796.
<table>
<thead>
<tr>
<th>Package</th>
</tr>
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<tbody>
<tr>
<td>174</td>
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<tr>
<td>Provision and provisions</td>
</tr>
<tr>
<td>183</td>
</tr>
<tr>
<td>Clothing, cloths</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>Breeding, females</td>
</tr>
<tr>
<td>190</td>
</tr>
<tr>
<td>Sugar, the full Bill of Entry</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>Tobacco</td>
</tr>
<tr>
<td>11</td>
</tr>
<tr>
<td>Hardware</td>
</tr>
<tr>
<td>100</td>
</tr>
<tr>
<td>Lines</td>
</tr>
<tr>
<td>9</td>
</tr>
<tr>
<td>Yards, Heather</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>H凡事bury, Hoolis, Co.</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>Chairs, hows</td>
</tr>
<tr>
<td>5</td>
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<td>Books, tos</td>
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<td>14</td>
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<tr>
<td>Gunpowder</td>
</tr>
<tr>
<td>14</td>
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<tr>
<td>Clothing</td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>Stationery</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>Private effects</td>
</tr>
<tr>
<td>93</td>
</tr>
<tr>
<td>Lights, tills show</td>
</tr>
</tbody>
</table>

Stanley, Falkland Islands. 18th May, 1873.

[Signature]
On our next voyage, again she left for voyage with
 heavier passages and cargo rates.
 The ship to be sanctioned by
 the Chancellor. Under this
 arrangement the Company
 would bind themselves to receive
 all cargo offered by other shippers
 until the vessel is full, stipulating
 that their own goods should
 have priority, in the event of more
 cargo being offered than the
 vessel can carry.

The Black Hawk is a
 although she has just passed her
 half time service, and has had
 a thorough refit, the passenger-
 accommodation having been greatly
 improved. With the exception
 of the Company's schooner
 Franklin, she is the only
need in the Eastland Basin is
claimed in logs or any recognized
Underwater Association.

I have the honour to be,

Your obedient servant,

[Signature]

[Stamp]
<table>
<thead>
<tr>
<th>Item of Produce</th>
<th>Quantity</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Tea</td>
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<tr>
<td>Coffee</td>
<td>5 lbs</td>
<td>£5.00</td>
</tr>
<tr>
<td>Sugar</td>
<td>2 lbs</td>
<td>£2.00</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1 box</td>
<td>£1.00</td>
</tr>
<tr>
<td>Lard</td>
<td>5 lbs</td>
<td>£5.00</td>
</tr>
<tr>
<td>Butter</td>
<td>2 lbs</td>
<td>£2.00</td>
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<tr>
<td>Cheese</td>
<td>1 box</td>
<td>£1.50</td>
</tr>
<tr>
<td>Wine</td>
<td>4 bottles</td>
<td>£4.00</td>
</tr>
<tr>
<td>Beer</td>
<td>5 cases</td>
<td>£5.00</td>
</tr>
<tr>
<td>Spirit</td>
<td>3 gallons</td>
<td>£3.00</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>£28.50</td>
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</table>

Lodgers: John Doe

Stapled: London 1726

Received by agent.
<table>
<thead>
<tr>
<th>Names</th>
<th>Wages earned &amp; Paid in $100 currency Payable in Cash</th>
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<tbody>
<tr>
<td>Haas &amp;</td>
<td>$66.00</td>
</tr>
<tr>
<td>Wilcox</td>
<td>$144.76</td>
</tr>
<tr>
<td>Campbell</td>
<td>$66.50</td>
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<tr>
<td>Halliday</td>
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<tr>
<td>Campbell</td>
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<tr>
<td>Smith</td>
<td>$75.75</td>
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<td>Joslin</td>
<td>$75.25</td>
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<tr>
<td>Thompson</td>
<td>$42.00</td>
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<td>Goodwin</td>
<td>$61.50</td>
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<tr>
<td>Cooks</td>
<td>$60.65</td>
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<td>Campbell</td>
<td>$19.15</td>
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<td>Martin</td>
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<tr>
<td>Sherman</td>
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<td>Smith</td>
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<td>Johnston</td>
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<tr>
<td>Rails</td>
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<td>Thomas</td>
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<td>Higginboth</td>
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<tr>
<td>Watson</td>
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<td>Nash</td>
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<td>Moell</td>
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<td>Burgess</td>
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<td>Shoemaker</td>
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<td>Dobie</td>
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<td>Winger</td>
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<td>Bowerman</td>
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<tr>
<td>Butler</td>
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<tr>
<td>Scott</td>
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<td>Johnson</td>
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<td>Armstrong</td>
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<td>Patterson</td>
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<tr>
<td>Kellogg</td>
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<tr>
<td>McCullough</td>
<td>$70.00</td>
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<tr>
<td>Name</td>
<td>Pages Earned</td>
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<td>--------------------</td>
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<tr>
<td>Fraser A</td>
<td>3.3</td>
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<td>Miller W</td>
<td>33.6</td>
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<td>McFarlan W</td>
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<tr>
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<td>Smith W.</td>
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<td>McPherson L.</td>
<td>75.10.15</td>
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<tr>
<td>McBean R.</td>
<td>79.10.15</td>
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<tr>
<td>M'larney W.</td>
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<td>Cameron F</td>
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<td>Douglas W.</td>
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<td>42.</td>
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<td>Nodson F.</td>
<td>57.2.4</td>
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<td>Pearson F</td>
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<td>Reagon W.</td>
<td>53.14.10</td>
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<td>Scott F.</td>
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<tr>
<td>Morrison F.</td>
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<td>Telford W.</td>
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<td>Deaneen F.</td>
<td>44.10</td>
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<tr>
<td>Isle Donald F.</td>
<td>49.13</td>
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<tr>
<td>Morrison F.</td>
<td>14.4.6</td>
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<td>White F.</td>
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<td>King F.</td>
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<td>Boshin W.</td>
<td>56.16</td>
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<td>Bright P.</td>
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<tr>
<td>Zenderman F.</td>
<td>13.4.2</td>
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<tr>
<td>Anderson F.</td>
<td>11.9.11</td>
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<td>Patterson W.</td>
<td>70.10.10</td>
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<td>Nance Randall F.</td>
<td>24.5.4</td>
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<tr>
<td>Patterson F.</td>
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<tr>
<td>H. Carroll</td>
<td>100.3.10</td>
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<tr>
<td>Jameson W.</td>
<td>53.18.11</td>
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Total: 5319 1 5 1724 1 2 3824 13 5
<table>
<thead>
<tr>
<th>Name</th>
<th>Wage Earned</th>
<th>Paid In Store</th>
<th>Payable In Cash</th>
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<tr>
<td>Bond T.</td>
<td>5,518 1 5</td>
<td>1,724 1 2</td>
<td>3,244 1 3</td>
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<tr>
<td>Hyde W.</td>
<td>69 11 1</td>
<td>61 10 7</td>
<td>17 13 9</td>
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<tr>
<td>Kimmerly</td>
<td>66 2 9</td>
<td>2 10 1</td>
<td>63 1 11</td>
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<tr>
<td>Alexander P.</td>
<td>60 1 6</td>
<td>51 12 7</td>
<td>35 3 3</td>
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<tr>
<td>Lehot T.</td>
<td>60 1 6</td>
<td>41 10 9</td>
<td>31 3 3</td>
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<tr>
<td>McNeil &amp;</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>All: Callum &amp; A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>Simms A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>Blatchly W.</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>Soule A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>McDonald R</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
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<tr>
<td>Helenium &amp;</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>T.</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>McNeil &amp;</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
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<tr>
<td>Maxwell, C</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>No Call V</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>Smith A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
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<td>Paddock A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
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<tr>
<td>Haddly A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
</tr>
<tr>
<td>Hiley A</td>
<td>50 1 6</td>
<td>39 10 9</td>
<td>31 3 3</td>
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</table>

**Total**

<table>
<thead>
<tr>
<th>Stores</th>
<th>2,199 13 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash</td>
<td>4,319 9 5</td>
</tr>
</tbody>
</table>

**£ 6,519 2 7**

*Accountant*

*Colonial Treasurer*
Sackland Island &c.

January 9th, 1798.

Sir,

Referring to the conversation that I had with the Secretary of the Company on Saturday last, I have the honour to inform you that I am willing, on behalf of the Company, to continue the mail service of the same terms as before for the present, leaving the terms of the new contract to be arranged between the Secretary of State and my Department. I shall feel obliged if you will confirm this arrangement on behalf of His Excellency. I have the honour to be,

Your obedient servant,

[Signature]

Permission to copy for personal use only. Redistribution prohibited.
Sackland Colombe.

Stanley, 9th May 1788.

Sir,

I have the honour to apply for permission to purchase the piece of land and the lease of the mill proper on the 9th of Dec. next. These stations are held under the proclamation of 31st July, 1849, and are supposed to contain about 2000 acres, the price of which will at 40 per acre amount to 80,000 more or less.

I have the honour to be,

Your obedient servant,

[Signature]

[Colonial Secretary]

[Handwritten note:]

Hon.

[Handwritten note:]

[Colonial Secretary's name]
Falkland Islands.

Stanley, 9th May, 1878.

Sir,

I have the honour to inform you that I am in possession of an authority from the factor of the late John St. Thomeo to claim the property left by his letter, which is in your hands. I shall be obliged if you will let me know whether I shall have to bring the matter before the Supreme Court.

Yours obediently,

[Signature]

[Signature]

[Signature]

Mr.

Ed. Jones,

Colonial Secretary.
Stanley Cash 1877

<table>
<thead>
<tr>
<th>Period</th>
<th>Regular Cash</th>
<th>Total Cash</th>
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<tr>
<td>1st Quarter</td>
<td>259.82</td>
<td>320.11</td>
</tr>
<tr>
<td>2nd Quarter</td>
<td>259.82</td>
<td>320.11</td>
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<tr>
<td>3rd Quarter</td>
<td>297.19</td>
<td>372.18</td>
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<tr>
<td>4th Quarter</td>
<td>297.19</td>
<td>372.18</td>
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<tr>
<td></td>
<td>1,169.11</td>
<td>1,473.14</td>
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Farmers & Shi. C.

Cash received 1877

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Cash from Camp</td>
<td>451.19</td>
</tr>
<tr>
<td>Stanley</td>
<td>445.63</td>
</tr>
<tr>
<td>Farmers</td>
<td>281.17</td>
</tr>
<tr>
<td>Sheep</td>
<td>282.15</td>
</tr>
<tr>
<td></td>
<td>1,154.64</td>
</tr>
</tbody>
</table>

Cash received from Butchery 1,193.11

Balance to be provided by draft or deposit.

The amount received for mail about
Balance needs to be paid next government.

[Signature]
Black Hawk

To Cash, payments sundries, 22.10.10
  Wages  26.10.10
  Stores
    Wages  96.17.0
    Canvas  17.15.6
    Points  1.0.9
    Rigging  17.19.6
    Nails  3 14.2
    Sundries  96.0.9
  Provisioning account  319 5 6
  Insurance  23 5 6
  Expenses in Montevideo  51h 5 9
    Meat (Hire)  56.14.5
    Wages  107.11.6
    Washing  2 5 6
    Rent & Sanitary  12.13.0
    Servants  11 15.6
    Commissions  17 0 6
    Shipping Fees  1/ 2 2
    Water  21 4 4
    Sundries  296 17.10

£ 2,262 9 9
Working 10, 5/6

By Passage Freight
less amount brought forward
1 July 1875 and balance
credited 1st June 1876
150.12.3 116s.14.9
800 -
50314.6

£ 2,268 9 5

March 1876.
Black Hawk's

To cash, payments sundries 2010.0
Portage bill 635.0.0

Ropes 70.0.0
Canvas 26.2.0
Pallets 9.13.0
3rd oil 1.4.2
Suits 17.2.5
Sails 49.1.0
Padding 89.1.0
Milliner 63.11.0 3109.9

Expenses in London, etc.

Admiralty 84.0.0
Charter 51.11.0
Drawn 7.12.5
 Graves 11.17.0
Commission 17.4.6
Lawks 12.0.4
Victor 24.3.6
Lib. 1.7.3
Pants 1.15.0
Portage 92.9
Grand total 566.4.2 6166.1.0

- Insurance
- Telegraph
- Positioning

£ 2266 2.9
May 10th 1817.

My Passages & freight 1290. 50
Less brought forward 31 0 0 659. 50
Subside 200
Wages twice charged 35. 10
Loss 298. 17. 9

£2358. 12. 9

Hastings May 1817.
<table>
<thead>
<tr>
<th>Year to be accounted for</th>
<th>Number</th>
<th>Deaths</th>
<th>Percentage of Deaths</th>
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<td>56, 657</td>
<td>3,591</td>
<td>13.5</td>
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<td>1867</td>
<td>31, 014</td>
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<td>12.0</td>
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<td>1868</td>
<td>37, 099</td>
<td>6,022</td>
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<tr>
<td>1869</td>
<td>40, 319</td>
<td>7,222</td>
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<td>1870</td>
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<td>5,530</td>
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<td>4,220</td>
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<td>1872</td>
<td>66, 769</td>
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<td>6.5</td>
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<td>1873</td>
<td>70, 755</td>
<td>5,605</td>
<td>7.9</td>
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<tr>
<td>1874</td>
<td>74, 577</td>
<td>7,139</td>
<td>7.4</td>
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<tr>
<td>1875</td>
<td>95, 224</td>
<td>9,585</td>
<td>6.3</td>
</tr>
<tr>
<td>1876</td>
<td>110, 749</td>
<td>9,107</td>
<td>7.3</td>
</tr>
<tr>
<td>1877</td>
<td>123, 494</td>
<td></td>
<td></td>
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</tbody>
</table>

*Stanley*

11th May 1878

*Colonial Bankers*
15th May

In reply to your letter of 10th May, dated 10th May, I consider that the Directors' accounts had in former years been improperly credited with the whole amount of land, whereas they received merely pound bank of every £100 in London, but the whole of the expenses of passages of ship's stores, being charged to the account of Mr. A. Smith, should be credited with the amount retained on land; there is a sum of £63 15s. 10d., as owing to the Messrs. of B. & N. Co., as a balance at the January owing money to all the ship chandlers on the station.

The sums you received at your invoices of stores from Messrs. Arnold for blocks, copper, and∽ carpenters, and £5 15s. 10d., please correct the amount you inquire about. If you have other invoices of stores from Messrs. Smith, please notify the amount.

By your ledger, fabric stock of 56 12s. 6d. on 1st February, the cash balance was carried forward at £10 2s. 6d. instead of £10 2s. 6d. please correct this entry.
15th May

I have to acknowledge receipt of your despatches 321 for Fort of Mayo 29th, and of 317 for Fort Marmet on the 20th instant. I sent the same for Fort Cadiz. A vessel arrived safely, and in good order.

2. 321-285. Goods from America may perhaps answer, but this (goods) stuff is an unhappy failure, many duly in a hove and well packed for steam, I leave it to Capt. Duy to corroborate my opinion. I think that it can be arranged to join the chesapeake to the 10. chand with some of the long lengths of timber as suggested.

3. Par. 6. understand the leg of another, yield little fat and would better be turned to account by preserving them.

4. Par. 7. I have applied to the government for permission to purchase tree.

I am not sure; but he has just told me that he does not think it can be granted.

J. Dolman Esq.
Secretary
London
have not been paid on the use of the mead to go with the objection which is grounded on a clause in the lease which requires 5th Restored, prohibiting a sale of more than 1000 acres, but I am under the impression that the law as to sales of land has since been altered. How does the Company benefit by land unless if we cannot get lease to purchase land?

5. For mistakes, the only made by Clarkford and Hancock, who measured the Fairy memorial that would the wrong dimensions. I trust that he has. In those will have noticed that this was evidently wrong and that the land has not been made. The proper measurements are as follows: length of main boom to point of the acre 241 ¾ ft. length of gaff 23 ¼ ft. fore beach 37, after beach 186, saves 30. The land will almost double our first lease, at 3 ½ ft., of which note should be taken. The weather never being warm enough to allow much stretching.
leaves to us that they must have assumed another sail, supposing it to be the 'Onias.'

I have no definite expression of opinion from Mr. Bunsen to base and pelphus, but I continue in the belief that it is the ship of the future. The publisher at Moffat & Co. most probably

fleck in applied sense, I have improved much since stepping in it, and on the best it is being extensively tried. I have derived it from two or three more proofs, he reports that she shepherds an hand against it.

Isa. 11 and 30. I am much concerned to find that the profits have fallen off, but I cannot say it is quite a surprising lower, and I believe it to be only temporary. I have carefully looked through the returns forwarded and judge that the deficiency was caused to a great extent by the want of increase of work at the beginning of 1879, aggravated of course by the increased expenses consequent on the change in the management and the larger number of sheep to be dealt with necessitating a larger staff. Expenses have been very high of late, but believe
This year, engaging to be expected to be hopeless in future, as much of the revenue of the customs on the Establishment was, attended to in my dispatch of 18th February will not be incurred again, have been most carefully examined the sheep returns and have made up the sum of 1793. I think that an examination of these returns will show beyond doubt that the sheep are not increasing so fast as the二代 through the sales and killings for linters, and not through any other preventible cause. I think I have been over the ground before, and I have tried to explain that a too rapid increase of flocks will have a tendency to throw us into confusion because we cannot without enormous expense which would swallow up all profit, keep pace, with the limited supplies we had. The Upon green woods and the stores of years more since have provided us with a most fortunate safety valve. To keep down permanent
...wages I have fixed the plan this year, getting men from Mexico sides for the shearing and clipping; I think it will answer very well. The Directors wish for fewer hands and my introduction having been for me to be kept between the two, if I indulged in any responsible position, for both would blame me if things go wrong. Indeed an extract from Mr. Clay's letter on the subject: Captain P. has made a mistake accidentally into the sheep's wages list; the sheep's account belongs to London. When the buildings are all in order and the necessary fencing up, there will be nothing beyond ordinary current expenses to be incurred. This year's produce will show a marked advance on that of any previous year. Regarding the proportion of sheep's to sheep, the question is a most difficult one to answer properly, depending on whether a shepherd is only to look after the sheep or to take part in the shearing and clipping, and whether shearing is to be finished early or late and whether clipping is begun simultaneously with shearing, and how many labourers are employed extra, &c. &c. The old...
calculation of one sheepfold to 1000 acres
or 2000 acres is about as near as can
be stated. While writing on account of
incentives, I should mention that Mr.
Waldron, whose flocks were last year
the large of the islands, has had perhaps
the most disastrous attack of scab
reported here, he bad, that although
last year he clipped 1000 sheep and
had two lambs, he has this year he
kept himself, clipped only 1000 all
field, showing a dead loss of 700
sheep in 1876.

1. Any sheep must bear
in mind the length of time it takes
to get an accurate judgment formed on
rams and their progeny. Take for
instance the latest rams received
Nov. 1876. In May 1879 they were
put to the rams, and the lambs were
born in October. They will be shorn
in Dec. 1878, and you may have
a report on their wool in May or
June 1879, nearly three years after
the acquisition of the original rams.
And the same rams born Oct. 177.
will not go to the press until a little later. The property will be shown Dec., 1860, and the brothers will report the wood in June, 1861. It will therefore take five years to ascertain the general effect of the heifer cross. You can apply
this to the Tommy Henrietta to see the same line sent out.

9. The settlement at Darwin is supplied with beef from the stations, and shall be by broad hams down this year. It is considered that an animal requires 20 acres per annum.

10. I am sorry to have to trouble you again about a scale, but must point out that I still am in want of accounts of all the Company's produce for the Town, as for accompanying list, which has been verified by an examination of the accounts to all late despatches.

11. I am also interested in sulphur. Lime and sulphur form a chemical compound which is soluble in water, but I learn that mixing them in the proportion given p. 162 causes a precipitate to be left. Can you get some chemist to find out if the proportions are not wrong, and whether a greater or less proportion of sulphur would not form a compound which is quite soluble?
15. Par. 11. My recollection of the arrangement with Davison is that the boys were to follow the land of the family in five-year terms with a free passage.

18. Par. 14. I think that house room and board accommodation would require the kind of lodging provided for our crew.

17. Par. 17. South Arm is a safe place for seamen though there is a sand bank on which they frequently break. The formation of the land is well adapted for the station, so much better than any other place near, that the inconvenience to ships had to be overlooked. Dipping after theing is undoubtedly a grand improvement, but Shane being unable to discover that it was first proposed by the Directors.

16. Par. 15. Shane compromised the mail matter with the Governor by arranging to run as before until a new contract is made with the Colonial Office, thus leaving the arrangements to be made between the principals.
in England, as was done many years ago between the Company and the Emigration Commissioners, in which by the bye, there was no mention of any connection with the public. The Governor hinted for my own and told me that although he could get another vessel, still the would not be equal to the Packet Vessels, and the public might complain, and that he had a leaning towards the Company in the matter as he believed the service had been always well performed. He then showed me dispatches from the Botanical Office which stated that the Secretary of War would not allow the subsidy to be given in support of a monopoly of carriage, he could not accept any proposals in the enclosed letter of the war, but would agree to postpone the question of it would go on until a contract could be signed in London, to which I assented, leaving the Directors entirely free to act. He said that of course the Secretary of State had the power which he did not possess of increasing the subsidy of American
Again on the 13th, the merchant and said he would support a new contract on the following terms:

- Freight 
- 50/- per passenger
- 2nd class
- Board of Trade
- an agreement to old rates in favour of families, ten tons for the public boat voyage. I gave no opinion beyond saying that I had thought of proposing 40/- freight, and passages by and by. To enable the Directors to judge I forwarded an analysis of the Blackwood's account for the two years the loss money, which with the documents and remarks already sent were should be sufficient. Admit of the proposed raising of rates will cover the deficit without an addition to the subsidy, and a strong effort should be made to carry the point first raised by the Directors about restrictions being removed. The Governor said that my argument as to having the use of one own vessel was commenced on in a private letter from the office.
in which it was admitted that it would be very fair of the company to pay, but that the payment of $100 per day on retrenchment and personnel was a Government need. But in the point that it is not charged for $100, but subsidized, and the company of course held that the faithful conveyance and delivery of the mail bags on a sufficient return for the $100, a sum which does not cover wages and provisions, and that the Government are entitled to no more for the money. I find that board #10 is out of the running, and that Dr. Brown has full employment for both his kindness and therefore perhaps curious to know how the Government would have earned or had not met him. Throwing meal that he wants to keep up the Black Hawk, and feeling that he cannot replace him with any private persons' meal and that the Government lost so much on the team that they are publicly to do it again themselves. Tenth the Director may be able to stand out for their own terms. For further information in original contract in records, and further concerns also submitted all others to say on the subject.
Although less work by week that the double management is not answering shall not, unless things yet to very bad parts, take the responsibility of rescuing the Directors' arrangement. Last year about 1800 old lives drawn from Siberia were put by my order on Swan Island to gather for your cop. Then last in the Camp I arranged that C. Patterson, the underlies sub, oversee was to superintend the shipping from Swan Island, but I did not name the actual men who were to go with him — to pay the blame in mine if any — when he dispatched the Spanow Harst to Esp Harbours, but upon his arrival here lack of the chiefs thought the duty devolved upon the other men, and though they were both in Darwin, knew it was for the Company's interest that the work should be pushed forward, and could have arranged between themselves in five minutes. The Spanow Harst had to lie in Esp. Harbours for nearly a week while Swan being appealed to.
decision was that the sheep were properly belonging to Goodgrief, and that we
was to contribute four bags with Dallin.
Again, though a want of understanding
between them as to ending the sheep-broadcast
process, although I had made arrangements
which, if properly carried out, would have
provided a continuous supply the works
were almost at a standstill for nearly a
week, and then came a sudden rush of
sheep from both sides. Indeed, in cor-
respondence on the subject, one head
in the Camp would have prevented the
contamination in both cases. Should say
that by giving 2,000 out of 7,000
sheep and Dallin 2,000. 2,000 might
be saved in Dallin, and there would be an
end of the bitterness that existed to the
detention of the Company. The two
chiefs are not on speaking terms, and
their followers style themselves Colorado
and Blancos!

14th Jan. 22 Mr. Burgess
will, I am sure, appreciate the Company's
kindness in making room for him in
their own market. I hope the Boomer
prices may answer as well as the Hyderabids
To Icon 10. To land a certificate for the sugar before it was delayed, but you will have received it by this time. See 26. The planting stamps are not yet joined.

19. Jan. 21. Francis George Gunner, holding a British master's certificate, was taken at Bristol in 1860. He was in the Camp as a laborer or boilerman. I should say in 1859 or 1860. His name will be found in the Camp wages list. Remember that he was a desperate drunkard and that he is not here now but have been unable to know find out when he went away.

To Icon 10. To complete the tobacco mystery, although that at 8th part year of being from Camp and Davis was in some instances found to be quite worthless, and he led to an outbreak of such in Mr. Donner's ship, the last supply from arriving at 8% is considered excellent. It seems therefore impossible by price by the price.

21. Jan. 32. They started
wood have reached 15. I am glad to say that Illness has been more the test of life. Percy is today working with a pitchfork knocking down buckwheat in the old house, nothing comes amiss to him. Swind could keep him in the colony.

22. Pa. 33. As mentioned in Jan. 20. the tobacco you mention at 6% cannot be relied on.

33. 35 +39. The day your dispatch arrived I had a previous argument with a man in Dorps 1873, time expired, who wanted to re-engage, but in reply to everything I quoted John Campbell's words. Eventually I got the better of him and he signed at £5 10s. the remaining three giving that he had given in came in like lambs and signed for the same money.

19. Just as I was writing Mr. Clay's letter has arrived, and I find that without communicating with me, he is quite at my opinion as to the Downes' fees and the West coast claim to [illegible] pay no more about them.
you will observe that he says that
incident, even though it finished the
shipping by 1st May, the same cannot
be kept close enough to the army.
Notwithstanding that, we have had
30,000 hands this year, and
nothing known as well as that
if we had had 42,000 instead
the state of mind it would have
been terrible. With our limited
appliance and few hands if we
did get the upper hand the consequence
would be disastrous.

20. Inclosed is a copy of
a letter from Capt. Wright of the
Bengal India from which I am
qualified to find that they approve
of the advice of Capt. Oliver. I
am the more qualified because I
understand that the Governor
increased against me for the part I
took in the matter, and thanks that
I aided the Captains, whereas had
I given him any other advice the
owners would evidently not have
approved.
26. The Governor goes home on leave this mail. He is not a good man for the place, as he tells a great deal without doing much, and when he takes action it is of a middle and middling description. I am long always have differences with the Government and try to avoid them, but I am never disposed to give way when the interests of the Company or the post are at stake, and know that in the matters of the Ban of Budaia and the mail service I have given great offence. The Major Administration by Reforming the mail service forgot to mention that the fees from Lisbon to Bucharest are £4 12s 2d first, and 6s second class, and that the time occupied between Stanley and Zanzibar is double or triple that between the above named ports.

26. The Viceroy arrived 24 April, the chimney one or two bush and was making a good deal of water, but the leaks can easily be stopped. Yours wishes very to know.
his intended out by mail... Should suggest the next sailing vessel.  
29. James Nichols of Saltcoats, Castletown, Shores, would come out in a vessel. Thomas Douglas, who was one of the dissatisfied ones, engaged on the 29th March. He has a brother, William, whose address is Tunerwick, Dunbar, Haddingtonshire, who would not only come but probably bring the sheep. Asked Douglas that he should have the same commission on engagements that you allow the Company's agents, Mr. D. Simpson and himself. Your letters go home this mail, with the allowance of £10 and a passage to the boat. I should like to know if the Director approves of this as the allowance in lieu of a passage for a sailing vessel. I have Mr. Simpson and his son with be passengers for two years also. The Governor's butcher and cook at £40.  
30. It is unadvised to observe that the latter, which was originally bought for £40 has cost £90 to replace.
31. My agreement with the Company expired on the 9th inst.

32. It will be necessary to send about 9 or 12 fowls sets to be here by the end of October, they must be as usual, Irish poults, and it is considered that if made of untamed hens they will not be in able to stand. They must be stronger than those things from Beeleyford which are useless for our sheep.

33. Aldine had a little attack of delirium tremens lately and received the months notice to quit; Sergeant thought it well to give him another chance upon his inquiry across his agreement him willingmess to accept a loss of 300 pounds in consideration of the withdrawal of the notice to show him under my thumb. He is useless on horseback; Mr. Langdon says that he proposed to be a rider, which he demurred and says he was brought here under false pretences, but I am utterly unable to believe a word he says on any subject whatever.

34. According to regulations just put in force by the Governor of
will be necessary to forward a
manifest of all outward cargoes
from London.

35. I found that Captain
Bathurst smuggled a good deal of
whisky into the Camp's home 30
or 40 gallons; I blamed him with
distributing liquor to the Pueblo's at
Quapaw and creating a disturbance,
but he denied having done more
than giving a bottle from of them.

I was sure that I was correct in
my suspicion.

36. I appeared to me
the labor to run out old hooping
the bands on cut, right through,
and therefore back in too short to
work again without having a small
piece melted on. The difference
old and new is too small in price
that I doubt if the labor would
be paid for. You paid 5d. per cent.
for a quantity of old iron and Mr.
Bridgman's night to you. Much good
for new iron £0.5. per ton. Then it
would have cost for 2 or 3 years.
57. I send a statement showing the proportion of camp wages taken in. Here in a year, the balance being payable in cash there is also an account of cash paid in wages and on account of farriers and ship's, showing that the receipts in the stores and Victualling are quite inadequate to meet payments, and explaining why such large drafts on London are necessary.

58. The building crews is going on well this season, having one or two hitches, and I expect to complete 400 castles in the year of Ring. The remaining camp will consist of about 500 hides and perhaps 100 half wood from the Company, 100 half wood from Baldwin Net to be received for £1,000 from the Company for Spencer, 500 heavy hides from Moluccas, 500 to be received, 150 half wood from St. Keverne; and Greenslade, ship of wood, of which I have received no particulars, besides sundries. Mail coach, ships, general amenities, Victualling and ship's annual remittance.

J. S.
Your obedient servant

[Signature]
Enclosures

Duplicate No. 254

Undated 2 April

Accounting month

Stanley Journal March
Ledger Balances 31st. 1877, Wages
Statements showing payments in cash and stores.

Notes on Wood & Iron Ships
Stock returns 1873, 2, 3, 6, 7

Deposits of Sheep 1866/1877

Copy Wright No. 604 for 2340 2. 2.5 letter fadice
1 ... 506 ... + 267 0.0

Epitome No. of Cash Draw 3½ 1875/6 1876.4
List of account balances not yet received
1 black from Stanley 502, 503, 504 letters
D+ ... 502. Stanley Works
500 ... Obbo Mt. Hickey

Gott to Tanser's Mail 12/89, 1879. May 75
500 ... 502 purchase of land getting
3 Statements of accounts
Order for Brasses

Seed Davis & Store

May is Directors Meeting

The Receipt in lieu of passage
Black Banks Allot Contract
Undertaking.
<table>
<thead>
<tr>
<th>Goods</th>
<th>Shippers</th>
<th>Consignees</th>
</tr>
</thead>
<tbody>
<tr>
<td>59 Bales Worsted Fathland Islands to Fathland Islands</td>
<td>A. Bailleau</td>
<td></td>
</tr>
<tr>
<td>35 Bales Worsted Fathland Islands to Fathland Islands</td>
<td>A. Bailleau</td>
<td></td>
</tr>
<tr>
<td>36 Bales Worsted Fathland Islands to Fathland Islands</td>
<td>Bailleau Bros.</td>
<td></td>
</tr>
<tr>
<td>53 Bales Worsted Fathland Islands to Fathland Islands</td>
<td>Holmested &amp; Blaker</td>
<td></td>
</tr>
<tr>
<td>134 Bales Worsted Fathland Islands to Fathland Islands</td>
<td>Holmested &amp; Blaker</td>
<td></td>
</tr>
<tr>
<td>20 Bales Worsted Fathland Islands to Fathland Islands</td>
<td>Holmested Bros.</td>
<td></td>
</tr>
<tr>
<td>1,900 Bag</td>
<td>Holmested Bros.</td>
<td></td>
</tr>
<tr>
<td>113 Cwt.</td>
<td>Holmested &amp; Blaker</td>
<td></td>
</tr>
<tr>
<td>3,000 Bag</td>
<td>Holmested &amp; Blaker</td>
<td></td>
</tr>
</tbody>
</table>

Fathland Islands to Fathland Islands.

January 29th, 1878.
<table>
<thead>
<tr>
<th>Item</th>
<th>Address</th>
<th>From</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil</td>
<td>Alice Brown</td>
<td>Duncan Ross</td>
</tr>
<tr>
<td>Tea</td>
<td>J. Harris</td>
<td>E. Samuelson</td>
</tr>
<tr>
<td>Sp. &amp; Rice</td>
<td>A. Black</td>
<td>A. Black</td>
</tr>
<tr>
<td>Cash</td>
<td>F. Corin</td>
<td>F. Corin</td>
</tr>
<tr>
<td>4 Pies</td>
<td>T. Lynn</td>
<td>T. Lynn</td>
</tr>
</tbody>
</table>

Chas. H. By 30 June 1848

Lettman L. W. | Lettman L. W.
New of Hay, 29th June 18 —

Sir,

I am under the obligation to transmit you a copy of the Bill of Lading, Manifest, &c., belonging to the cargo of the 'Hesperus,' which sailed yesterday from this port.

I am also taking the opportunity of acknowledging dispatches of 22nd for Black Sea, Aden, and Zanzibar, and the receipt of your letter of 23rd.

I beg to make the above known.

Yours obediently,

D. M.

[Signature]

Inclinations:
1. Bill of Lading
2. Manifest of cargo
3. Letter for St. Helena
Remarks on View of Brandy Camp

The wool weights will be sent per mail. In the 15 bales from Fredericksburg there are still two, marked 33, of which two-thirds belong to the Company, they are marked 12 + 16. The bale is marked near the band in consecutive numbers, and among it is a quantity belonging to Farmer, of which particulars are enclosed. There is one cask of butter oil, which numbered 0 and appeared uncertain. There is a sample bag of sheepskin packed "fairly dry" in the new pieces at Goose Green. They desired days. Days to watch it lest it should heat, and request a particular report on it. The quantity of sheepskin consists of 216 in splendid condition from the Anchorage and 120 bone pieces from Virginia. Two bales of Raiton Poor wool are left behind having been dropped overboard at Baum. Will there be a claim on these? The cask from Travis contains a real shelter; the Dugon manholes will be replaced by Martin.

[Signature]
Colonial LePage
Black Hawk.

Sir, The Black Hawk was engaged in the provisional service, pending a settlement of the contract in London.

2. The fleet of ships sailed on the 20th ult., enclosed in copy of dispatch by her, in which Lachlan Robert received a receipt of your 524 x 626.

3. 30th — 3. Murray was dismissed on the 10th ult. for drunkenness during my absence in the Gang, and the Director will be more severe than surprised to hear that he is out on bail, committed for trial for insubordination, it having been my unpleasant duty to prosecute him. Thinking that his receipts were low, and that his wages could not keep him in liquor, I take steps for him by ordering the assistant butler to take note of all money received by him, and on coming to the dinner noted in Yaphets' book with

S. Coleman, Sec.
Secretary, London.
There was a trial on the 25th, no further. I can
any more a synopsis of the facts made
of by and the names ranging from
of. These were all receipts
from people who pay ready cash, I
found that the man has been cunning
because to collect in his receipts
from customers who have monthly
accounts. At the police court
investigation, both the evidence of
a number of persons who had paid
the man broken by itself, in conse-
sequence of his statement. The case
is decided, clear against him, and
the conviction will probably follow.

In Paris, I do not see
that the Black Hand can be compiled
to go to France instead, it is, in fact,
a deviation from the route prescribed
by the mail contract. The foreigner must
hope he misunderstood me about horses,
I should never give an order without
about acquainting you with it.

S. Damp Martin you
have this mail, a memo. of his
presence is inserted. I consider


that I have been unduly put in, in breaking off some business that he thinks the Company ought to pay, and leaving, as he does, slightly in debt through his own inactivity, instead of having saved a lot of money, is rather deplorable.

6. Par. 9. Although several attempts have been made, it has been found impossible, as before reported, to have the S.S. etc. So account.

7. 526-2. Certified copy of the judgment in Capitain's case would be invaluable to me here, as it clearly lays down the law that drunkenness during hours of service cancels service.

8. Par. 3. I am so sensible of the indulgence shown me by the Directors in providing me with a house to inhabit in every respect to anything I could have hoped for, that I feel it would be unpardonable in me to run counter to their wishes. At the same time I am sure that they will, as family men, understand how much a separation from wife and children must be, - a separation caused by the absolute want of a place to live in, - and will not prolong it.
unconcernedly. I may perhaps assume from this paragraph that Mr. Palmer is authorized to refer you and the Company's wishes and my directions that he has personally stated that he believes will have little weight and will not be acted on. As the Company want a settled manager, he will be paid to his letter and although the letter asked me not to miss his name in it so as to get him into Parliament with the minister, I think it right to give you any authority. I get the matter of writing to the London offices a good deal of trouble about the Company's business, of which he is excessively ignorant, whether he is in or out. He does not know and care much better, expecting that his opinion is to be stated, understood by the ignorant to have a semi-official character to put his head to maintain discipline. I have before complained of his speciousness and not thinking that, if he could be persuaded to attend more to his spiritual duties,
bury himself less with camp gossip and leave all attention to business and of his correspondence, it would be better for all parties.

q. Par. 4. I have certainly been bound, in cases of drunkenness, but always for the same reason; viz. because the expense of the passage of a lunatic and perhaps his family. I never get rid of a man until I see that he is hopeless. I shall not ask you for another butcher for I am carrying on at present with Mr. M'hamdun keeping the books, and if I find this does not answer I shall get them Campbell, who has already applied for the place.

10. Same year. I believe that I have a sufficient stock of cattle for next year, but cannot say positively until I see the stock return. This year, you will see on reference, was about this year's stock, and they proved tires for I had found out another way to keep hounds, for more than a month before the end of the season, to catch the cattle that the latter should have had ready before the works opened.
11. Dec. 3. There could have been no claim for the damage to the vessel behind tugging, kept it in while under way, and other damage was slight and to be coming under the lead of gear and lines.

15. Jan. 6. The arrival of the annual sales clears up a mystery which has at last just to suppose that there was an increase in the weight of wool this year. If you have a copy of your statement of cargoes for year of Bray at Honig, & back, you will see the weight last year entered at Capt. 1532. 3. 182, which added to 3535. 0. 0 for细心 gives the weight of last year's wool as 4189. 1. 244.

This you, the wool for Chesapeake and Vicos, weighs 3173. 1. 13, an apparent increase. And yet our shipping weight last year was 3542. 3. 12, or nearly 300 less than yours. This is now cleared up by the upscale which gives 4493. 3. 25 as the gross and 916. 3. 25 as the net weight of wool per lb. Honig, thus the increase on last year's wool is 639. 0. 12, a very satisfactory one.
13. Sir, enclosed you will find a statement about the purchase of
leased land.
14. Sir. The letters contain
tale consisted of a quantity of flour, corn,
beefsteak from Monticello, and an amount of preserved goods from Mass and
Blackwell. The ship the packet contains
the baggage, by your own request in
the absence taken by ourselves.
Mr. Brown himself
has refused in the break up of Board's
business here, the manager having
instructions to sell off and leave; he
offered the whole stock first to Mr. Brown
and then to me, promising the former did
which he would not, though I would try any
business here again; we both however
thought it would be better let him
sell in the best way he could, as my working
brothers. A rumour comes from Monticello
that Mr. Brown says he has lost $3,000
over the Stanley business. The VillagEp
has not yet arrived. No Hungarian from
many. Knowledge has not been received
here.
15. Jan. 20. I do not understand
how you could reckon on the sales averaging
4½ cents, seeing that last year they sold
only 4½ 3. I should have said in
for the weeklymary of the week. We refer to your statement of Company's products in 1853, where you enter the sale of 87000 bales of wool, whereas we have shown it should have been 88000 bales. (by your statement) 87000 for 7000 and (by report) 88000 for 69000. Now, is a difference of 7000, or over 12000, and as almost a portion of the cost of freight was due to exceptional bad gips of wool, which should produce an increase over the previous year. This said in 1853-4, and it appears somewhat to confirm your statement in 1853-50 that there was no appreciable falling off in the receipts.

16. Par. 14. You see that through the oppressive tax law regulation demanded by government, there is again a chance of large being that not.

17. Par. 15. After Mr. Williams had been here five weeks, wrote to him civilly asking him to settle his current account at the bank, the this delayed until presence of time.
lt off connected with the accounts settled last August, and before I went into the
Camp at the end of July, again pressed him, but in vain, and being unable
to stay my journey any longer, I felt obliged to threaten him with an action
particularly as I heard he was going to the
Court before I could return. I wrote him most
politely. I think you will say, but he replied
most insolently, and Mr. Sharpless had to
get a suit out against him; after abusing
me in the most scandalous manner, he
telegraphed the account out of Court, with replies.
The counter-claim was threatened, and has
not been brought forward, and I do not know
what it is for. Correspondence is enclosed.

18. Sir. You have apparently
forgotten the two forms blank, sent out by
the former Bank, which was a permanent
addition to the value should not have gone
to his working account. I thought that
balances for Ireland should be
charged to the Ireland; all expenses detailed
and posted credited in our books; this
has not been carried out in the voyage to
and from England; consequently all the
Black Hawk's voyage his account has
debitated with the expense of provisioning.
and getting out without being treated with freight or produce home
ward, while the wages account paid
on her arrival in London was not
charged her at all, and the account
appears undated throughout.

the 9 men mentioned in 513-53
and 10 d. kinsmen. Alpert & Co.
and 11 W. Newburn have since lift,
and here [illegible] receiving, the
number asked for is barely sufficient,
considering the number of 2000
lamps produced by [illegible], billings
and dealing to something under 2000.

Mr. Hay, as you will see by another
from another letter lately received is
getting into a great fright about the
lack of lamps for next season. I
am doing all I can to impress him
with the great necessity for economy,
in which I hope to succeed. fungus,
like me pointed out, which has been a
large strain this year, being useless
plant and building, goes among the
working expenses, improving the property
but reducing the year's profit.

Rhinos are sent.

To Pa. 25. Acknowledging that

two gallons will dip 300 sheep soon after

shearing, the cost of dipping 100 sheep

is badly off exclusive of fuel. Lime and

sulphur is now here a splendid remedy

for scab. I went to South Am to an effort

that was brought up for a second dipping

10 days after the first, and could not see

a scabby sheep among them, and do not

think that the sheep had had a fair chance

till, for the sheep had been scrubbed through

without being trapped, or kept in it for

at least a minute, they got through in

fact, in about 15 seconds. It has been

the custom in dipping the Company's

sheep simply to swim them through,

whereas everybody else keeps for

two or even three minutes, and I feel as

convinced that it must be the time break

through the wool to the skin, that I put

my views in writing to Mr. Day from

Darwin, and he now seems to agree with

me, although in conversation at South

Am. He said that he thought the second

dip sufficient. I am not sure about the

growth of wool, but that will be seen.
I am about to proceed to the sale of common land, but under

stood that the terms of it must

granted by Act. They are to be put up to auction the first day of

regards the medical men, what would

paper. I am for accepting that he has not come, which you have already? I have said

from the papers, for the purpose of subscribing

the subscription list, scale of fees arranged with the

Governor, informed you about the

house &c. As more are ripe to the removal of the station, but

nothing is known for certain. It was

too late to communicate the Directors' ideas to the Governor, as the matter had

been already written about.

23. Jan. 20. Mr. Thompson

is not a desirable man; Intenly tell

you if a man is worth engaging when

he leaves. Nor does Mr. Thome, who

has just left the station, worth re-

engaging of his health permits, being

an excellent shepherd, his son on

the other hand who accompanies him

is utterly worthless, being lazy deceitful.
in the papers relating to

10.

mater. Some hydraulic leathers were not
changed but it was noted in which parties
it would be found and通知 who
unpacked and tested the prices, assuming
that there was no leakage in any of the cases.

Besides the M. Tunisman,
the Government's two barracks, Long Barrack
were parceled by the River at $20
each.

25. The usual weight of 1 lb.
is to be charged on bales, wood for fire,
and 50 for cloth, hide, and tobacco.

27. The number of sheep killed
at Teng from this year, was 12,644 for
the Company, 1,053 for Bombay, and 1,196
from Greenwill. The M. & Co. in payment
for the sheep from Greenwill stated that
11,941 besides those killed for the occu-
pation of the establishment. The total
number of sheep there amounts to 9,600.
Informed have sent a detailed account, but
have to send one of Mr. Blay's statements
back for explanation and possibly
correction. This is a fair increase on
the number there last year.
The Blacksmith gave me notice a few weeks ago that he wished to leave in two months, or when the New Taylor returns: he is a man of property, being a partner in the Reuben Town firm, and therefore independent of the Company. I found out afterwards that he really did not wish to leave, but refused to be discharged on account of some rascal destruction work done in his shop in connexion with the same, which came long since. Therefore, he would not wish to keep him, and must ask for another Blacksmith. The place is rather difficult to fill, because there is not constant work all the year round and the Smith is required to make himself generally useful at odd times. Anyone engaged should perfectly understand this, and it would be well if he were able, as sharp is, to take an ear in a bowl, though this is not a sine qua non. So to his capabilities, he must understand ship as well as general blacksmith's work, and be able to shave a horse. Above all, he must be sober. His trade is one that often leads to drunkenness.
been for some time by the personal but a new man would probably begin with her.

Fig. 6. Clay you will see advance a dip about eight hours, because lime and sulphur cannot be prepared as quickly as tobacco. Also the farmers assume that they can prepare clay more quickly than tobacco and I think it a question of practice. I cannot ascertain yet whether it is better to boil in a separate pot, and mix in the dip with hot water from the tank, or to boil all up in the tanks together. The latter would be the shorter process and safer process, for each tank would be certain to have the proper ingredients, whereas a careless farmer might easily put too much or too little lime and sulphur to the water, when both are supplied from a different boiler. I am wholly opposed to the erection of a station on the West Coast until it is proved that it cannot be done without a dock when it is as Whiting says, not too far from any of the stocks, and the soil is one
for starting a new place would be as well different from what was done at the other end, but would entail an additional capital expenditure of £100 a year, another furnace and gang of labourers, increased expenditure in building and plant, and the exclusive use of a chimney ready all the year round, and of all the Company's fuel to bring the wood in year after year. It must be remembered that doubling Bell Point is something like doubling Cape Horn, and a chimney would carry at least ten loads, and the whole would seem at least twice as bad. I am inclined to think it is hardly so economical in its ideas as he might be led to believe from the terms he has given the liberal expenditure on both sides must not be carried too far.
So I fancied the book was
stolen or else lost, I had not
received it from him at the
time it was to be paid out
and it was not

21. I have taken an affidavit
from the clerk which says that
up to the 12th of June last, being
heard and there saw three years old of the
child, to know of much more than half
that value.

22. Extract a letter from the
Pride complaining of future
which he compacts unmercifully with
Arunamb.

23. Therein the second
was good. Included is a letter from
which he shall pay by 12-19.

24. The amount of the débit
is balanced by an account bought
baker a repetition account of the channel
on the 3rd.

25. Captain Thadejord is
master of that thing to a different man
altogether, and has given us ungrateful
reflection to pse, being steady, and
fulfilling he is well backed up by his own
30. I can the heavy topics included in this paper, I had returned them for fear, in case you should be taken out any more sums.

31. I have taken an modest and from the which has Capt. Rogers been, as it is proper, being several hands and thence to your yard. If there with be credited to him at much more than half that value.

32. Enclose a letter from Mr. Sacke complaining of Thomas Turner which he compares unfavourably with Breeding

33. The remittance that we are good included is a letter for 20,000, which he will pay by 1st July, 1769, and give a draft for 5900. In 1769 there is a government bill for 1800, and believe Mrs. Albridge to order a draft of this amount, and 1769, besides, a draft on account of the Chancellor for 1769 to 1770.

34. Captain Smith, as master of the ship, is of different men altogether, and has given no unqualified satisfaction to part, being steady and faithful; he is well backed up by his mate.
George corning, and the old fifty in their hands has been doing wonder.
I have copy of Corning per promotion
when an opportunity offers he in an
anomaly never having tasted any
intoxicating liquor in his life.
35. The correspondence about
the materials for the house and letters
from other suppliers of goods complained
of during the year show me that I
am personally wrong and the manager
knows it, personally right. The correspon-
dence has been got for any complaint
and propose in future to obtain
from critics as a waste of time and
ick. I am reporting to him that the
plate was not really broken. In the
last time I will suppose that Carbon's
amendment was hasty and weak, that
Laville work was rubbed with coarse
sand paper against the grain, that
the tassels were pinned inside that
help it to come on some of the
principal doors, that the front glass
was badly packed, that many of the
plates are very dirty, I think the white
battles are not as iron and smooth as Drake's.

Mr. Martin goes home this week, and proposes an engagement at $25 per month. He should be out to find goodwill in order to do to begin work again next February. He proposes to have made a grand discovery by which all the fakery can be eradicated from the system. Whether this is right or not I am unable to say, but I should put the theory to the proof in London, and this is necessary, because to carry it out he requires enormous additions to the plant which I think from recommending, for instance, a reservoir of iron to hold 10,000 gallons of water. The obvious and easy method he says the system of injecting hot water with clean injectors, and floating up the bawls through the meat, drawing off by a spout through the top manhole; this, it stands to reason, must be an improvement, and any machinery necessary to carry it out may be built. Mr. Martin says that the system he saw is an improvement on the drawings made by Selle.
The subject manholes are unfit for
use for attention and aquatic
purposes with him five Bourdon
gauges be required. Martin you
will find to be a man with as
small opinion of himself; he is clear
as an ingenuous but a fool and a
judge of work a little soft soap goes
a long way with him, and by a little
judicious praise you can do anything
with him, while if driven, he is as
stubborn as a mule. Should it be
happen that he does not engage a
we would be adverse to send another
engineer, accompanied by a man or
command to follow building the latter
only engaged for the season to teach
the former the work. You will please
not fail to have the manholes put
in hand at once, and send them
out by the first mail, so as to be
ready for next season. Martin
agreement, as to his to be at $1.4
per month, and he is to live at Green
place, with a small addition to
be made to his house. He now says
he asked $16 but stuck his words
down at the time. Should he please for more don't give it to him; but be sure you get the information about the digestion from him. Against his account he leaves tools in the shop, valued at 60 or 70, he wished me to buy them, but declines.

37. Martin informs me that the proceeds of his table were not returned for three of May; can they by any chance have got among the poor?

38. I am only pressed again this time for Haberdashery, etc., and after booktaking can make out an instant; meanwhile, should there be a chance, you could not do wrong in shipping 100 barrels (hulls) of rice, and 30 or 30 tons of sugar, as the dip is becoming universal. Had 6000 yds. bagging last year, and have just one bolt left, 6000 yds. showed therefore wanted for the season of which 2000 showed leaves by mail of Sept. 23rd, and the remainder here by December. I had a run of goods quite run out.

39. Have collected all materials for my annual report, but have found no time to put it together.

Sam FULLER
New Student's Account

[Signature]
town at the time. Should he press for
more don't give in to him; but be sure you
get the information about the dispatch
from him. Aygill's paper can't
be taken back in the shop without 10
and he wished you to buy them, but

It is a civic informer so that
the right of the case are not assumed
for. Mem of things, you say because
misunderstand how get among the town.

30. I can only send an order
this time for 22nd quarter. The rest of the
book of line, and 26 or so lines of supple-
ment the dip in becoming universal. I had
books, bagging last year, and have not
our book list. v. book should come in
be sent for the season of which you
should have by mail of Sept. 20th, and
the remainder be here by December,

and a notice of goods quite one and
30. either contained all materials for
an annual report, but have given you time to put
both together.

Yours respectfully,

[Signature]

[Address]
January, 1824
20th July, 1824.

Sir,

I have the honour to forward herewith a certified copy of my order as Counsel for Chile, taken before the Excellency the Governor of those Islands, and I have to express my regret that so much delay has taken place in forwarding it.

I have the honour to be,

Sir,

Your excellency's most obedient humble servant.

[Signature]

Sir: Secretary
The Ministry of Foreign Affairs.

[Signature]
The remittances, including the payments ordered by Breamer and Thackeray amounting to $4000 against which Shaw drew about $300. Telegraph transfer $3000, Vries, 30 June.

Customer

Dep $250.250
1. 271 East 25th
2. Cash
3. Cash
4. C. Hill, 26th, May 4
5. 2/200, 9/200, 4/200, 2/200
6. Raymond, 26th, May 2
7. Correspondence with Neil, 12th, June

Cheque book

Postage stamps

Packs to be sent 27 May
Regulation for sale of land books.

Charm to be sent (2) 7 May
Arg to be sent 28 June
Brook, 15 May

Torn up.

Berger, 26th May
Packing list

Note, was hired.

Ryo. Thompson to Coleman, 25th May

Shipment list

Note on bond

2 Bales of having

Note: no border.
J. C.

To you, as the Prosecutor in the case against Addney, I think it desirable to place before you some evidence in addition to what I brought out at the Police Court.

1. In Yule's book there is an item of 2/- paid by J. D. Deffyff. Mr. Deffyff acknowledges, and I think that it was paid by him to the prisoner in the presence of Yule.

2. There is an item of 2/- paid by B. Wilson. This was paid to Joseph Addney, and handed by him to Addney in Yule's present.

I did not bring these facts out before the Police, because though I had sufficient evidence to justify the commitment of the prisoner, I saw the honour to be.

W. Colman 1st
Acting Colonial Secretary.

Your obedient servant,
Wm. Colman,
To the Directors of
The Seabird Islands Co.
London.

Mr. Thompson,
I have the honor to forward my report on the year 1877.

Sir,

I am not sure if in making my report on the previous year I remarked that the old men that had been boiled down but badly yielded the very poor average of 5 lbs. of batters per head, and stated that I intended to try the experiment of placing some on an island to fatten. I carried this out by shipping about 1000 to Swan Island in Oakland Sound, and I have the pleasure to report that on taking them off I found that they yielded
an average of 2000, a gain of 18 lbs. The expense, however, of shipment and reshipment was considerable, and, in order to carry out this plan successfully, it will be necessary to prime off a large point in Laponia for the reception of draft cases.

The landing in 1877 showed a marked advance on that of 1876, and we are beginning to find a difficulty in providing pasture ground for the new flocks that have to be made up. All these flocks in Laponia are trained down after being shown three times, and thus make room for a majority of the melall banks, but the new flocks are very liable to get overstocked, and the pressure cannot shortly be checked, both by sending all lives over four or five years old halfpostpone and by keeping the hams away from some of them.

The large expeditions
consequent on the establishment of
the new station at North Arm
beside with the low price of produce
have caused a temporary check in the
profits made by the Farms. I have
every reason to believe that it is
temporary only, and that it must
be followed by enhanced prosperity as
soon as the causes which have led to
it have ceased to exist.

The Store

There is a falling off in the
New Sales in 1877 amounting to more
than £2,000 as compared with 1876,
but this is at once accounted for by
the almost total absence of shipping
and the fact that some of the West
Falklanders are beginning to supply
themselves. This gratifying remark
that notwithstanding the smaller sales,
the profits are increasing, and that
there is not a single debt in the
Store books that can be called a bad
one.

Burling Clark.

There again I fear a falling
off in these sales, which have only reached $100 of $100. Although
competition accounts for a portion of
the difference. There is no doubt
that a visit from my friends and
invisitor conduct alienated some of our
customers who are now returning
again and I feel convinced that
during this time in the interest he
cannot have stolen much less than
$100.

Shipping business.

This is now becoming so
shipping as to be hardly worth chronicling.
Only nine parcels, valued (exclusive of
these with all charges) of which six
required repairs mostly of an insignifi-
cant nature, and of the remaining
three only one came for provisions,
the other required medical aid and the
third patient incurred a wrecked cow.

Company's needs:

To replace horses having been
reprieved, as soon as the Fairy has
been reprieved which has not
been done. I believe for 20 years, the
will be no more expenses to be incurred
on the Island past, beyond those arising
from ordinary wear and tear. All the
machines are commanded by able and
experienced men, and are kept up in the
highest state of efficiency, to which I
attribute our immunity from accidents,
more of more than a lifting nature
having occurred since the loss of the
Anne Brooks in 1842. This worthy of
not, that the Fairy and Perseverance
have outlived their contemporaries by
many years, being much the oldest
vessels in the Islands.

West Auckland.

The settlers in the Derry are far
the most part prospering well, though
still hampered by the low price of wool.
Tobacco has not been very destructive during
the year, excepting in one instance,
Mr. Waldron's, and it is now believed that
the use of lime and neem, as a dip,
will render the disease less formidable
while it will pay materially lessen the
fame's expenditure. Great measures, not to day alone, was put a few years ago about the solency of the West
Taktland and other settlers, and in the case of one of them, little, if any, hope was entertained at home of seeing the
money back that had been advanced to him. Trust that events will have proved that there was no foundation for
this fear. The account St. B. has been paid in full, together with
several others, and it has become suffi-
ciently obvious that any business which
the Company do not wish to continue
will be taken up at once by Mr. Pow,
who in every case guarantees payment
of the debt. At present we have
no debts that are even doubtful, and
may say that I have never yet
written a report which to give a feeling
of confidence in the solvency and
permanent welfare of the Company.

I am, Gentlemen,
Your obedient servant,

[Signature]
Colonial Treasury.
Black Souls. 15th August.

My last was dated 2nd July, and I have now to acknowledge receipt of your despatch no. 526 for Black Souls 5th inst.

2. Despatch No. 526. I directed on receipt of all your papers to forward the same to you, but in the hurry of despatching the same I forgot to instruct him to do so. I am so satisfied with him that I should not hesitate to place him in charge of any vessel the Company possess. The instructions on 2nd July, advised you as to freight money by drafts to the City, and I presume the Customs Bill of Lading will give a faithful account of the cargo.

3. Despatch No. 526. In correspondence was found enclosed, and as two of the invoices for Spanish pig from Buenos Ayres, the former a very
important was our meeting like
the four from abroad. k. though
quail thomas for sir i
think it is time that i remarked
not by way of finding fault for
that is not my province, but simply
as a fact not advantageous to the
company – that some of the
clerical work in the london office
is not up to the standard of former
generations. besides illegible for copies
before complained of it is rarely that
i get a hand copy of my correpon-
dence in which there is not some
faultable error either proofs left
out or that i have to supply adjustments
or other inaccuracies copied to take
a recent instance shutter points
written for shutter fronts, and
again with reference to the book.
"throw the points out instead of
points; more of this kind might
cause misunderstanding and i
trust that i am not going too far
in drawing attention to them.
to 1st. Should the chee
the west in the spring I will ship a
few bales of flour. I wanted to
the produce of all houses to have steam
communication direct with England and
a fair amount of freight might be
shipped if the rates were not too high.

2. Sir, I do not want goods
with cheese if I can only get out a few
necessary, of which I have told the
storekeeper to give me a note. I find
the asking price for houses and it
occurs to me that you might get some
— say 100 lower — dropped by a vessel
bound to the West Coast, together
with some live cattle and hogs
that would make her light for the
passage round the Cape.

3. Sir, The conditions
being are doing well; I am happy to
learn the
It escaped me to call some years a
trial, but I must point out that a long
number would hardly pay his tobacco
with salt, or they would take up to me
work in comparison with their value.
In longest wester stine you have
are those from the Wellington in about
just before clearing inem, thine
never have rotten pells. Chalpoo
green stine which have but to been
so rotten have never more than four
months growth of wood.

I. Tang. Upon statement
of the Portuguese days commences
with an error for Monday was the
14th not 15th January. Inclusion
account of the days which differed
from the Captain's considerably, but
as I had not allowed for the dies,
charge of the rains or clearing away
the sheep pen, and there was some
doubt about one or two other days.
I gave in by 52, and he came down
from which 57. Regarding the
beefcut I gathered from the court,
pronunciation that the charter would be
be as the same as the same, as the
Company did not wish to take
advantage of the owner's situation. Had the ship found it
the Captain might have raised
difficulties at Darwin for it did not appear that he had to find ballast for the voyage home. A statement of part of ballast in inclined, which, added to the freight, increased the latter by exactly the amount. I claimed the ballast provisions but Capt. Rothchild made some counter claim and it was understood that it would be settled in London. You must surely be aware that for years it has been customary to give a quantity of 1.6 to Captain if outward only. 1.2 of on the round to.

Starter Cash book 15th June 72 14th June 73 10th June 74 13th June 75 20th June 76 not to go further back. Is it possible that this is now noticed for the first time?

5. Pa. 4. It is perfectly clear to me as already expressed that the loss of profit is mainly owing to the want of increase in produce in 1767 combined with rates expenditure in the Camp, which can now be much curtailed. There is also something to be attributed to the publications I have given of new
buildings and plant, where painful of giving an out estimate, Share perhaps your much under the mark. Deprivation on all kinds of parts, particularly Plant, Shipping, and Buildings seems as the Report says, high, considering that a substantial portion of the current expenditure goes towards repairing defects, and keeping the property up to the mark. However, there have been looking through the store deliverances carefully, and seen several defects that may be stopped, though not of the kind suggested. In some ways, have been heavy on me for coal, as preparing the ship more quickly and better this shall be stopped, and first used. They have drawn heavily on me for rum, without which, or some kind of spirit, they say the men cannot work. In Scotland, they are filled up with whisky all day, but shall make the additional duty the stays for knocking off the supply. As to any dishonest deal, I am easy
on that subject, there has been one in all my care, which hardly
can be called more than a drizzle, not
appreciably affecting the profits. The
store's profit is never believed in unless
it is a bad one. And if it is good, there is an
question as to whether it is correctly stated.
If it appears bad, it is said that an
important source of revenue is dried up.
Now with regard to the present store
profit, I wish the Democrat to know that
this year, and always since the alarm in
1894, I have personally each month taken
or assisted to take the store sales from
the journal, and after taking them have
again checked them, that all the Debtor's
have been posted in the copies of the
Storekeeper's day book, that the sales as
posted from the store day book to the
journal have been called over by me
with the Storekeeper. That the shelf
in July was taken by me conjointly
with the Stockman, and that with the
exception of the selling store book
which I put in his hands last year, I
have personally written out, priced from
the invoices, turned out every line, and
having added up every thing, my figure, been afterwards checked by Mr. Hamilton. Now, granting that the per 25 cent added according to the usage in force before my time represents the cost into store, which deficient it firmly does, can the Directors doubt a return arrived at after so much painstaking work? I have written to lay on the important subject of expenditure in the Camp, and you will be by enclosed correspondence that he promises to operate.

9. Par. 12. As stated again lately, it is impossible to ascertain whether the balance of $2500 against the state for goods obtained in exact time was paid or not, and I am afraid the matter much rests under our present system, such a doubt would not be possible.

10. Par. 13. My estimate of produce prior to May next, I cannot always base in the uncertainty of communication with the East, what produce there will be as early as 1st April.
11. Part 6. What evidence about the Black Hawk is required? To the trouble opened and is ended by Matthews on perfectly right, there are eight open now.

12. Jan. 19. Underscored that Middleton had family business to transact, and if a man applies for the paper guaranteed by his agreement how can I prevent him from taking it? You could possibly hear from Patterson's father, as he has been dead for some years my late dispatches must have pleased you that I think the Camp would work more harmoniously and profitably under our head, and that Middleton should take it. I am awaiting the Printer's orders on the subject. George Patterson is an irreducible parent, and he does not agree with Col. Annear's worthless.

13. All day's trial took place between a jury on the 1st of July, before a full bench and a jury, he was convicted of wilful murder, and sentenced to 12 months' hard labour.
The Village Girl has arrived after a detention in town sides through the late of her manumission. She does not appear to have brought any large accoutrements of goods. She has taken 100 bags of flour at 4$ each (Capt. Mc-Butty would otherwise have retained under these prices, and some tobacco (golden leaf) at 24$ pack. I am also in trust for nine cuts of line.

15. 526-19. Mr. Travis's account.

16. The Black Hawk arrived in Port William early on the 19th but could not work up, as it was blowing a furious gale. She moved twice and just touched one of the up the coast, but very lightly. They all say however she had to anchor there until just morning. Captain Dixon lost his temper and struck his mate for which he was summoned to Court and fined $2. I spoke to him personally and warned him that a repetition of
Such conduct would lead to his dismissal. sugars with the opinion of the magistrates that he had received
protection. Because it transpired that when he wanted to let go his anchor there
was no room before the windlass which should have been attended to by the mate.
The man has left his ship. Smith the
boatman, who shipped at Dartmouth.

17. I am sorry that against
the strongly expressed opinion of the
fathers you had theJauns'tail made.
The mistake was corrected and had you
waited a few weeks for the next dispatch
you would have found it rectified. The
Blackmouth jet was made by a
professed hand. The tailmaker of the
Star of India. Then are these ques-
tions connected with sailmaking in
which an amateur may go wrong,
cutting out, sewing together, particularly
the jib and luff, and makes me keep a
tailmaker on the establishment. Do
not think that it would pay to make
our own sails here.
I. I have just been into the estimate for next year's shipping, and find that I have sufficient tobacco to do the whole of the first shipping after shearing and a good deal to spare. Therefore refrain from ordering any more until I have our Shipment. But should you have a vessel on the bush, you should certainly ship 10 tons of sugar and 200 hhd. of rice as I hear it already that the outside demand alone is going to be large.

19. I have to bring to your notice the entails way in which goods are handled on board the Penns. One of the heavy casks, 1300 lb. of machinery was smashed to pieces, and I am not sure until the pieces are cut up that something has not gone overboard. The use of a few yards of bagging in this case is not known. Still the draught of that has come by mail has with but few exceptions been tempered with allowance on
There have to be made to the publicans: there are utility holes in nearly every</p>

with an additional note that you may be that the all goes on board sound, and in a safe place. Should you send the supply required by the next mail to. The accounts forwarded have not been audited yet. Intend to get them done by Mr. John Baller of Sealy's, as I understand that the auditors attach special importance to its being done by someone. The Plant and Building account I cannot send until next mail, it requires greater attention than I am able to give it, for I have been very unwell for a week confined to the house part of the time, and do not now feel up to much.

Sam. F.
Debt No. 25.

Ordinance re sale Regulations, 725.

Annual Report for 1877.

3rd Century for 2nd July May

Stanley Cash Book Voucher June

General registers

Balance Sheet 30 June

Profit and Loss Statement 1st

Stanley's Wages 30 June

Stock of Stores

145

5th at various

Direct Repay in hand

Campmen's balances

 sued on Stock of Goods

2nd Exchange No. 584 p. 10.

15° on 6th July 1879

subject of 10°

bundling certificate

Thank Okito Return down voyage

Date of letters 1847 from May 1879
July

The above in separate Envelope

Mailing and

Student

No. 515 for £ 60.0.0

Statements on accounts

Shipping Report

Letter to Directors April

Correspondence

May 10 to Coleman

Liverpool

Camp Wages 60 June
Belgian Consul
Falkland Islands
15th August, 1872

Sir,

In continuation of my letter of 2nd July, I have the honour to forward herewith a copy of the decree made by the Judge of the Vice-Admiralty Court in the matter of the schooner, as well as a statement of the settlement of the dispute, and I have further to state that when requested the South and North American Company of London to send for acceptance the sum of £107 9s. 11d., being the balance due on the account, I have the honour to be,

Your Excellency's most obedient humble servant

[Signature]

Belgian Consul

The Secretary
Ministry of Foreign Affairs

[Signature]
Statement of salvage of property re-embarkation.

Proceeds of goods sold by the
Receipt of warrant.
Proceeds of goods sold by auction
as per account sales.

£ 63 6
302 1 6
458 5

Expenses as deemed in Point 61. 18. 2. 61 18 2.
396 6 10

Salvage as deemed 50% 198. 3. 5
Copy of deed.

12. 6. 1871 16 11

£ 197 9 11

E. T. Stanley.
15th August, 1871.

[Signature]
Belgium Consul.
Sir,

I have the honour to inform Your Highness that the German Brig
Jabir of Liezen, Capt. R. Austin
has landed here the crew of the
British Ship Julia of Liverpool
wrecked on St. Helen Island.

The Brig was on a voyage
from Cuba for Valparaiso, and by
putting back to this port has been at
considerable expense, the amount of
which is to be arranged between the
owner and the British Government.

Capt. R. Austin was furnished
by the Colonists with a purse containing
£25 14s. in recognition of this

His Highness
The Chancellor of
The German Empire,

Berlin.
humane service rendered to
their fellow countrymen.

Have the honor to be,

Your humble's most obedient

hand—ever

Isaac T. Lincoln

Governor.
To Mr. Hitch. 10 Aug. 1812.

Sir,

I have the honour to tell you, that I shall be at the pleasure of your Lordship, to wish you and your noble family a happy and prosperous day.

In the course of the week, I shall be at the pleasure of your Lordship, to wish you and your noble family a happy and prosperous day.

I have the honour to wish you and your noble family a happy and prosperous day.

Yours truly,

F. Coleman

Secretary, London.
151

...the bounds of the Brave

The steps would of course be

These would be and these could

...a subcommittee jointly chaired by

...should be such as might only be

This could come from Chile of a better quality than that

...is a constant though small demand for

...the 1000 tons weight became

...annually, arriving here from

...should be about 2000 bales each, 1200 measuring the

...of a ton, and fully 1000 tons

...of these kinds. To a

...should not be considered as difficult

...a year. ...years, including those from Monk's

...which are now considerable, as difficult

...through the Black Stock, to return. I should put the...
at 1,000 to 1,200, you can check it by looking through the voyage return and each mail. I was not unimportant that a fair traffic might arise between this and the State, many people would run down during the unhealthy season for the shooting and to recruit their packets, who fear the voyage in so small a vessel as the Black Hawk. I have generally paid 401 freight on flour from Chile, behind a uniform charge of 50, which might on some goods be increased, or others reduced. Here is a brief following probable summary:

<table>
<thead>
<tr>
<th></th>
<th>Outward</th>
<th>Homeward</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>1500</td>
<td>2000</td>
</tr>
<tr>
<td>May</td>
<td>1000</td>
<td>1500</td>
</tr>
<tr>
<td>June</td>
<td>150</td>
<td>150</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>4000 25l, 10,000 c.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mail subsidy</td>
<td>1000 c.</td>
</tr>
<tr>
<td>Passengers</td>
<td>2000 c.</td>
</tr>
<tr>
<td></td>
<td>£ 13,500 c.</td>
</tr>
</tbody>
</table>

Of course an understanding would have to be arrived at with all the shippers, so that some kind of guarantee might be given to the Company.
an undertaking to instance that the yearly tonnage shall not be less than a stated quantity. The steamer could not come into the inner harbor and it would be necessary to have a deep draft in Port William. The plan is with the steamer between St. Mary's and York Bay as marked in the accompanying plans. The cargo would be stored for shipment by

vessels and goods from England received to be distributed to the consumers, a fixed tonnage rate being charged for the accommodation. If desired the steamer could come from the harbor. I presume that we should have the agency and in that case a powerful steamer launch or small steamer would be necessary to secure quick communication between the town and the steamer.

The barge might be permanently moored on shore or might be towed in and out for the purposes of loading and discharging. The benefit of the loss of steam communication would be very great as we should be able to keep smaller stocks, and remove more readily anything that might unexpectedly run short, and the cost of storage it must be borne in mind that any substantial advance on present rates would prevent shippers from abandoning the present mode of carrying and the trade farmers would
I trust, sir, that your own research will be to your satisfaction, for the same weight. Mr. Dean has written to the″ about the Encycl. Proposals, and ″ that these are, and are given to the importance of it.

The statement which I had written about the Encycl. Proposals was to an oversight, although put among the substance for lack of space, and now to have been left behind, it was enclosed.

In the proposal for the roof of the Church at Harrow, has been very wrong, and I am for changing them. The cost five into six, for the alterations now instead of costing £1000. I would only say that when proposed and the Board sanctioned the being charged at cost five. Since, the former, but that if the Directors wish to be more liberal, I should be happy to carry out their orders. The Governor asked me them to put up a partition in the building at the Company's expense, to make one end a classroom, to build a chimney, put in a fire place, &c. and I was obliged to stop him by saying that those for all the money, I would spend a small sum more on making the Church a school without special orders from the Directors, that the Company already a schoolmaster, and had some of the people most interested should it
something for themselves, that there was 
special need for revenue, and that it 
was due to them. No one agreed and it 
had taken 34 years to make the discovery 
that you and I made a mistake of buying the 
Church in the first instance when I went 
there in 1772, an equities, blended amends, 
for which the Company should be responsible. 
The Church being too large and therefore 
having cash more than it should have done. 
Therefore, the next gentleman says, the Company 
should not run their feet through the small door 
of £99.4½, that has been standing beside 
the door of the Church for so long, he feels no 
doubt that the Directors will do that once if 
the matter is put fairly before them. I promised 
to represent his views and to let him know 
the Directors' decision. It contends that 
the Company are morally bound to provide 
a Minister for their people and not only 
a clerical act, but a proper school building 
at their own expense, if the Directors agree, 
to much the better for them, but I am bound 
to say that Elford advances the argument 
on behalf of the Company that as they do 
liberally contribute towards the support 
of religion and education, the people, all 
of whom are saving money, should be 
expected to do something too. I was told 
lion time ago in the Camp that the money
required to complete the purchase of the Church could easily be raised if the matter were only put into property; but if Mr. Yorke was not only prepared to try to get it, but states his views as to the Company's duties to all their vacant men, when going from house to house, it is useless to expect that the sum will now be wiped off. Mr. Yorke is not backward in asking for money for himself from the vacant men, but as for the Church, why this new spot has been provided for by outsiders entirely he has not even winked the subscription among the men themselves, but has gone around with the hat in Stanley, to the Governor, to Mr. Dean, to myself, on board the Vallele, &c. I am not aware that I have any further argument to offer on his behalf and I want the Directors' instructions.

I send a pattern of a piece of which we are wanting for the ship at Samoana. There is also a draft of mine sent home for repair, which I must ask you to kindly take charge of until Mr. Smith ends up with what he wishes done with it.

I have not heard from Mr. Clay since the mail left. We have again had terrific weather with several heavy snow storms, and the cattle are dying by tens, the ship remaining well. More than five
months have now elapsed since the first store of the winter. Snow, here or in England, has seen such a season.

I send a few notes on the house, which is progressing well. The shingling is finished, some of the upstairs floors are laid, windows in, and the plasterers have begun. I should be obliged if you can inform me when the house may be looked upon as practically complete as per your dispatch 525.5.5.

Yours truly,

[Handwritten signature]

[Handwritten notes]

Encl.

[Handwritten text]

Order for sundries
Statement of March 1st, 18th. 9
Plan of Peter's Martin.
Falkland Islands C.
Stanley, 19th Sept., 1878.

Sir,

I have the honour to acknowledge receipt of your letter of the 18th Sept.

With regard to the matter quoted by Mr. Lewis, I have to say that not only was Mr. Lewis' statement not authoiized to state that the Company are not at present bound under the same conditions as they were formerly, but that I distinctly declare that any such expression was not put in his name; in fact the latter part of it directly contradicts the statement made immediately before it as well as being allowed for the public to Stanley. And the present temporary arrangements are a point of honour with the Company to carry out the arrangements more strictly, if possible, than when the contract was in force. I believe that it will be

J. O. Colling, Esq.
Acting Colonial Secretary.
found that of Mr. Humphreys sent a message at all, it was to the effect that the space for two tons had been already engaged, and, further, that it was entirely at the option of the Oak Island Company to receive more than the stipulated ten tons on board their vessel. I will communicate with this matter with Mr. Humphreys, and let you know his opinion of it.

In reply to the second paragraph of your letter, say that you will explain to His Excellency that the cargo is shipped in Southampton, en route by Brixton, via London, via the Royal Mail Company, and that it has been considered consistent with the spirit of the contract to retain a portion of the space allotted to the public for goods that may arrive by the mail steamer which, if shut out, have to be landed, warehoused, and shipped by the following mail to a foreign port and to consignees. The enclosed letter from Mr. Blake.
which pleases return of their persons will show that the very firm you name above, have twice within a year been unfortunate enough to have their goods that out, and this frequency will no doubt, be that it would have been a kind of hard upon them had their cargo for a third time been subject to the same treatment.

Lastly if you will inquire of Messrs. Drantlows and Mr. C. Williams you will learn that both had engaged freight from me on the 15th August, before the Black Swan sailed, and the manifest of the schooner will show you that these engagements were punctual. The cargo carried for the public last voyage exceeded 15 tons.

Yours faithfully,

[Signature]

[Address]

[Name]
Falkland Islands Office

Stanley, 20th Sept. 1818

Sir,

In acknowledging receipt of your letter of the 1st instant, I have the honour to apply for a renewal of the lease of sections 1 to 12, which lapses at the end of this month. After deducting the purchase of 200 acres on each, it concludes that the land will be let as three sections of 2000 acres each. I shall feel obliged by your laying this application before the Excellency the Acting Governor.

I have the honour to be,

Sir,

Your obedient servant,

[Signature]

Commissary

[Signature]

W. Baring, Esq.

[Signature]
SIR,

I have the honour to acknowledge receipt of your letter of this day's date.

At the time the last mail left, the Directors of the Company were without any answer to a letter sent to the Colonial Office on the 12th instant in reference to the mail service; I am therefore willing to continue to convey the mails, as proposed by the Secretary of the Tobago Government, until the matter has been decided.

I have the honour to be,

Your obedient servant,

[Signature]

[Name]

[Post: Secretary, Colonial Secretary]
On the ist inst. Received for
Black-hawk your despatch No. 79 of
9th August.

Par. 2. Have read over
several letters again, and cannot see what
information you want, knowing that 1000
or 2000 sheep are annually slaughtered
at open press. I shall be happy to answer
any questions you like to put on the
subject.

Par. 3. You will see by
our last correspondence that the person
will not allow the land applied for to
be purchased; but before finally giving it
up, I think a statement of facts, such as
your note many years ago, might be laid
before the Colonial Office. If necessary
I will now apply for leave to purchase
as much land as I can under the new
leases.

Golman
Secretary London.
having told the thing remained without loss no harm has been done. think no questions must have been made here about Chelsea and so by saying that he indulged freely did not imply that he was a hard drinker; a man who goes suddenly from this climate into hot weather is likely to suffer from heat and naturally quenches it. Chelsea as far as we can judge is an unusually sober man. p. 81. tending to a

Praise him more and came from London.

Vida for the thing in August 1877. how to know something of him. Asun is the only one of the English crew remaining on board the Black Hawk: he is a steady and careful man.

5. Par. 5. In 267-14 boats with men as leaving to whom I have to add the names of W. Campbell, John bear and W. Jamieson. men of arrows against 20 reported which cannot be complained of concerning

the pinces of sheep.
b. P. a. q. On reading the letter to the Colonial Office about the mail service, I was struck with the fact that you have taken the ground I have carefully avoided, in adhering to exciting other merchants with freight, and I am aware that the proposition could not fail to be rejected. As that I felt safe in advancing was the Company's claim to priority, which might have passed as reasonable, and had that been granted I should have devised several ways of keeping any obnoxious person out of the market; your letter, however, would tend to confirm the Governor's idea about "drawing up the monopoly tighter, and would meet with all the opposition which he, on the spot, could bring to bear against it. We cannot keep out opposition, but must meet it, and crush it as best we can. I have agreed to join this mail, and senders for a press continue ant to go in on the 28th. I can only repeat the Company's offer, and can only conjecture that Board to (who are again to the front) and Capt. Shirley are the two people most likely to tender. I have thought a good deal over the matter lately, and have come to the conclusion (as in 248-9) that it will pay the Company to retain the Black Hawk here and work he round the coast.
between the troops by spending ... the ... in Atlantic tide. This
trip she could have remained from the
18th Sep. to the 12th October, and saved
more than 360 to the sum allowed for
the mail. Looking at the amount of
sunk in the future through
the principal establishments, and buildings
being completed, and also the fact that
the Pennsyl. is sure to do some of the
next work, I can say that if the
Director will give me three days I
will dispense with one schooner. Then
we remain the question of the packet
privileges in Atlantic tide, and on this
point I am hopeful. I have reviewed
the novelty of carrying the mail from
the local post office there; and my
suggestion to whom I suggested it, says
that not only may our schooner retain
his privileges, but that he may present
them from being granted to any other
accent. Carrying, then, a selection of
goods each week from London, and all
through freight and saving by her
inferior accommodation, the monopoly of
passengers, the Black Hawk must soon 
break up any opposition, and the govern-
ment will be forced to concede a higher 
subsidy. To this may not reach you before 
the December mail leaves, by which goods 
may be coming. I shall despatch the 
Black Hawk and Hawk to Lachine to be 
about the 25th Nov. (unless an arrange-
ment should be made for carrying the 
mail) in time to leave again on the 27th 
Dec. I shall not unless I find it quite 
convenient, send the mail up even if asked 
to send it on 15th Nov., for I think the 
government will positively oppose the Company 
in this affair. I feel quite free to act as 
may appear to me most conducive to the 
Company's interests, and as these may be 
done with about the mail, please take 
the precaution to address my dispatches to 
the care of Mr. Humphries, should this 
aviso in time. If there is no large 
quantity of cargo from London I will 
indust Mr. Humphries to send a full 
supply of flour, so that shall be at any 
late stage in treating the schooner up. 
As to packing with a schooner, I do most
thoughly advise the Baron to show the gentleman how to use and sell the ship, & that she will face him in the most absolutely
peremptory voice, that she was built, slow, cumbersome, clumsy, and useless, to work, can do nothing without
a fair wind, and is the worst thing for her to get under way that can
ever happen in these waters.

Of course Smith felt
shocked that he would have to leave,
and gave him the opportunity of resigning his situation, saying that Damm had
not been promised here and that the
affair might be got over without any
bicker. He left Damm alone and
required directly he arrived here if any
thing should come out, being evidently
anxious to avoid any public scandal;
however, to my great amusement, it turned
out that his dismissal had been
reported by the shepherd Mr. Miller,
who said he was told of it by you
on his arrival home. Immediately
prompted by your very persuasive, not to
say, inconsiderate, letter, I went to
Skeptical information as to confidential communications that pass between the two offices. This information has not been given by Mr. Meddleton alone, for received yesterday morning a letter from the Colonist who has just gone to the first port in which he was from Danvin, Esq., of the Sails, who was supposed going on to see you. Mr. Clark (Smith) was out when Danvin got having yet returned from Savannah, he turned up however this evening and upon my mentioning it's having phantasia for Stanley, he said, 'Is there trouble? I don't he, because this was the mail which was to bring him his death warrant.' He said that 'two people in the Camp had been written to from home and told that he was going to be discharged,' and that he never heard of it by this plain mail. Now if this came from the office, and been handed for show it could have originated elsewhere, it is a complete breach of the rule that he laid down by the Directors that all correspondence relating directly or indirectly to the Company's affairs is to pass through the office of the Judge in Savannah. It is unfair to me, and injurious to the Company for the person of Meddleton's disclosure is that I cannot make the same.
I hoped to do with it, in the way of a compromise, and have had to part with
upon his agreement which provides for six months notice or six months wages.
Looking at the case, the Company would be likely to suffer in having a man in such
an important place under notice to leave during the most important season in the
year. I am sure that the Directors will approve of my having given him the
money. Mr. Clay is in Boston, and I have arranged with him to go to Damin
and take the general superintendence, leaving Mr. Patterson as his chief man in the
station, Lindley at North Creek, and functioning at North Am. It is
impossible to doubt after the experience of the last two years that the only way
in which the business can be properly managed is to have one man in the center of things,
having the time equally at all round camps, followed by capable men in the several
branches. My undertaking the North Camp would be a column piece, a man who
personally superintends camp operations has no time for anything else, and such
an arrangement would only mean that he
his success would practically be managed,
while Damin, which is really and must
to Sir W. The pure man whose
name required 200 a. was Dr. Mclloran,
G. Fraser, 
and his company
will be that they were the only men whose
horses could be up on that day, being the
men for Broyne March, 1875. Out of the
10 for Broyne June 1875 I have en-
gaged G. Fraser, 
and Mr. 
the man whose
tells said he was disappointed. Mr.
Cameron, 
Donald 
went home,
Campbell, and he was not thought worth
engaging. Had 
produced the number
ordered for said last year

9. In the Directors
asked it for granted that I will do as
wish; I merely drew their attention to
my contract having required as no
mention had been made of the subject.
Perhaps, the Directors, after all, were not
guilty of any great omission, for at
the time I left the Directors and I
all looked forward to meeting again in
five years without any idea of either
then that the period would be much
prolonged; indeed the benefit the Company
would probably derive from personal
interchange of views and information at least once every five years was also recognized at the time, and again referred to in the second paragraph of the twenty-first annual report.

10. Par. 16. Burnt's patient of books was found among the取决于 in the despatch, although not noted on the bill. The Ryans was not on the general insured and it was not noticed last week, but the case containing clothing was opened, and the contents led us to suppose that they must have been sent according to an order sent home some months ago.

11. Par. 17. All produce but the Company's own wood at Darwin and Rather Beck, the former and a few miles, shipped at the first mentioned place, is subject to risk by water. People say they can do their own insurance for much less than you charge. I find on enquiring that there are three vessels that have not been changed. I am sorry that this was overlooked.

12. Par. 20. Have often wished that the stock could be taken out, books balanced at the end of Dec., and therefore no objections can be raised on this side. This plan and unsatisfactory work taking stock
during the next short days and very cold too, a quantity of wheat lay this year under his feet of snow. The acco
ounts can be completed and forwarded by the mail of 10th February. They go, arriving in London on 1st April.

12. To the present time there has been plenty of work for our carpenters, but as nothing important was to pri
cede until April, I should be inclined to let him go.

14. I wish to call your attention to the fact that Mr. Smith, a ploughman, shall be the same as a tradesman, like a mason, and

15. Change notice to be given in December. I am sure that you have quite misunderstood me when you
wished to have in mind that the

16. First column, meaning that he was
not particular to a month or two by
you send the new man next mail he will arrive too soon. Sharp's house is a very good one, and large enough for a family.

16. I have recovered from the Court some money for Mr. Himmel, and have written to ascertain the amount standing to his late son's credit at Darwin. The documents being rather informal, I assumed on behalf of the Co. the responsibility of seeing that the money is paid to the rest of the firm; and, as some son of John W. Himmel's remembered, though he passed here as a single man, you should take yourself as to the legitimacy of one of the boys in question, before handing the money to the family. It was mentioned in Court that John W. Smalldons of Old Daring could give information about the mother of Mr. Wilt. It is supposed there is a good case standing in the Court books: State that you have inquired without success.

The Villany Girl is charged, understand, to bring down a range of general goods for Board Co. who appear not to be satisfied by the check of goods with which they are credited.
16. Mr. Dean writes to his father to ship surplus by mail of 23rd Dec. to connect with Black Hawk. I have agreed meanwhile to supply his need, he is short between the arrival of the year and the mail.

19. Stating that the year may be away before this arrives, as against the ice and earlier than expected. Telegraph for cable, and at Mr. Dean's request add the date of the benwitz's sailing. The total words to be paid for by him. The telegram is dated last fifty-five with 31 August.

20. As expected, Mr. Dungrs's cargo will be more than been consumed, manage (have arranged that) Mr. Dean is to buy half of it.

21. Hardly the cooper appeared the day the benwitz sailed and is supposed to have claimed him self away on board her. So met any claims he might have the importance to put in force and his agreement, notice about leaving and statement of account. I begin sending the goods.
balance until Clear from this Vernon.

24. A further order is sent, under the supposition that all previous orders have been already shipped. I shall know what is going to be done about the mail and the View makes it difficult to send orders. I shall continue to send mail and small inwards. Some bulky goods, such as flax, are mentioned from time to time in case you should want something to fill up. When loading goods for the mail and ship I am sure by calling round my calculations are shown out, so that the provision required and mail will not be on board the View, or as should be in a case, there is now not tea enough to last a fortnight. In cutting down inwards you should always send the full quantity of tea, coffee, sugar, with all necessary articles of goods, books, and clothing. If the View brings enough we may be necessary for a second ship, and you should be shorted in the Plate for the homeward voyage only.

25. I am, as you are aware, and although I have a draft for 400, I am obliged to draw to provide payment.
The Evans of the proceeds of a bid sent down by him for collection from Capt. McConnell.

I am glad you have just handed me the inclosed letter to the Directors, and know what he says as to the refusals of landing here, and that he is always attentive to his duties and zealous in the Company's behalf.

My next dispatch will be for Black Hawk on the 2d of June, and in the meantime remain to

Your obedient servant,

[Signature]

Assistant Governor.

[Note on the right side of the page]

P.S. I have overlooked a letter from John Ding who has now turned his attention to building.

The only remark on the correspondence necessary from me in that Jacked Thomas wished about the sheep in question, he says it was his opinion that it was unnecessary at the time to redescribe the flock.
Sir,

I confirm my late dispatch for Village Bank, to which I have very little to add.

I have completed all arrangements of importance. Mr. Clay takes half of the salary, making $400 per annum. Mr. Patterson, an extra $20, at $800, and is second under Mr. Clay at Darwin, having authority over the outside shepherds and Darwin laborers. Mr. Smith as extra $20 and is the relieved Mr. Clay of charge of horses, having control over all working horses inside and outside. Their observance is to be removed from the post of sub-officer, and in proceeding sufficient men and is to be replaced by ahdinming a

A former of laborers at

A former of laborers at

Mr.全流程, in place of Ahdinarim, is yet to be appointed, and one of the principal

C. Coleman, Esq. Secretary
just rate pass, will remain some
extra pay to conduct the shipping
during the passage of the
Patterson will be in the lead. How
will Lewis, Lewis, and Lewis get to
enquire. Let some of the outside camp
quite far from trade and shape it
may now remain to Patterson and
is the act reports something very quiet
en passing on in a
few days to join the Clay and go
round the camp with him.

3. Steady progress continues to be made at the house, and
shall send Oliver home on the 22nd
January.

4. It is rumored that
the Marines are shortly to leave. I
shall try to secure them as passengers
for Black Hawk.

5. The merchant has gone
into Port Arthur while making one foot of
pole for home.

Sam. Le.
Your student

Lancaster.

Colonel Lance.
Enclosed

Dep't N° 260
- Additional certificate
- Copy thing to Cobb & Co.
- Notes on E°
- Stock of Stores
- Copy to Cobb re thing's letter
- Statement on accounts
- Notes on Shipping materials
- Exchange N° 515, 516.

Stock of Sheep
Additions to Plant
- Buildings
- Turner to Cobb at Sept 70°
- Statement on account
- Shipping report
- Notes on Memorandum's fencing
- Copy of letter re Meat substaet
- Copy to Directors & Cobb's.
Sir,

With reference to my letter of 19th Sept. I have the honour to inform your that Mr. Humphry has written me as follows:—

As regards Mr. Davis’s statement I may simply to say that they are false. I told him that the space allotted for the Colony had been filled, but that if Council gave him room after the arrival of the mail steamer I would do so. His statements are not worthy of much credence in these times, and I cannot think he has resided long enough in Stanley for the same value to be attached to them there.

I have the honour to be,

Your obedient servant,

[Signature]
I confirm my last for Black
which, duplicate enclosed, and acknowledge
receipt of your despatch 120. for Black
which of inst.

2. Par. 3. The horses in cases
be far advanced that I expect to be rid
of all plasters and carpenters except Park
by the end of next month. Hints gone this
mailed and Shave for some worts dispersed
with the latent of a carpenter and a bricklayer.

I was only gone in January but
through the delay in sending out the horses
was now released until February. I
should like to know what arrangements the
Director wishes us to make for carrying on
my duties during my absence.

3. Par. 4. If you send men
in May a little work may be got out of
them before shearing, and if a sufficient
supply of horses can be found they can
go to the sheep but this is the difficult.
Until the Shooting agitation, the pubic

C. Oldman, Esq.
Sec. The Manor
London.
arriving out of season were profitably employed; but now, if an overseer wants them to do anything not strictly in their own line, he has to say, 'If you don't mind, and have no better engagement, would you kindly try to do so and so?' Some of those who arrived at the beginning of August have been living at Waaroora Creek for some time in absolute idleness. I do not remember Mr. Blake remarks upon an older employee, but he and some of opinion that in many cases men are better away after five years service; they get into cliques, and are worse housewoms to deal with than new hands.

To Mr. P. From what I saw when lately in the Camp, I am confident that for properly caring for the lime and sulphur dip it is unprepared. I went on purpose to inspect the Sheep, and found the sheep that were put into the coral for me were in very bad of deal. The wood, too, was fairly grown. I have anticipated the Perussis' wishes by having a few plats only.
dipped with lime and emulsion, and the same number with Acquagall. The wool will set the question about it. Shaffet A and Sunny Shores plants are the same age, the former was dipped with lime and emulsion, the latter with tobacco. The wool will be kept separately, and if of the same weight and color we shall know how to dip in future.

5. Pa. 11. In Major Waddens and Stickney are about the last customers remaining with the Company. I should certainly not recommend their being dealt with too sharply; it should be remembered that no loss has been made on any of the farmers' accounts since the West was first inhabited, and that the two in question were the first who got absolutely clear of debt, and have always honestly paid up on realization of their produce and will no doubt do so this kind. I have, however, written to Mr. Waddens to ask him to make arrangements for more gradual payments in future, and to Mr. Stickney in the same letter. Send a statement of the annual purchases made by farmers from the store since 1868, showing how disastrously the business is falling off.
6. Par 12. As regards Martin's engagement, I am sorry that you have renewed the commission on Saleen, because it has for the last two years caused discontent on his part about the number of old men and young press which pull down his average. It will be time to consider the North side, but when I am at home, I do not think it desirable just yet. I am letting Capt. Dion, that if the Governor, the Dauphin, doctor, Mr. Blake, and perhaps other first class passengers came this time, Martin and family must go in this telescope. Mr. Martin would get more, if he had an opportunity. and the children are usually in a fitful condition.

7. Par 13. We are unfortunately quite at loose purposes about these. I must remark, and Capt. Dion's assertion I quite concluded that she rein would not come out again, and your statement of 10 Dec. 1877 on shipments in 1879 has that after 20,000 store pleased to turn our marble into marble Black Block to be utilized. I have therefore refrained from sending a general order, but have forwarded each mail an order...
for stores which are actually in demand, endeavoring to look five or six months ahead. However, upon looking back, it is apparent that these months have been completely ignored, and that time and trouble depended on have been quite thrown away. But little has been spent of the funds of January last, and that was the last one that has been even noticed. Indeed, upon the end of March last, bringing, according to programmes, some fine articles, goods not saleable, which I was careful to order at the end of July, but as these are probably coming in the near future, must now wait until they arrive. Meanwhile, the store has consumed entirely of tea, oatmeal, straights, salt, sugar, baking powder, Worcestershire sauce, blankets, and other things daily used for, without which it is absolutely impossible to get money in paying wages. I hope to get these matters put on a more satisfactory footing when I am at home, and meanwhile must ask that when goods are especially intended for by mail they may not be postponed until the next sailing ship, for only ask for such as are really wanted a same far. I cannot understand how you can have ignored the experience of the last few years to entirely
to agree with Capt. Jones that the first week of November was enough to dispose of the stores. In 1818 she sailed from Hamburg for London on 25th Dec. in 1826, March 8, in 1827, from Sydney, July 20. Does not this prove that each year there is likely to be earlier sails than later in dispatching her? Now take the open date of sailing from London 1st Nov. The average passage out are one 60 days, that will bring her by 20th Jan. To discharge beef and head hides will take 20 days, i.e., until 20th February, giving six days for shifting parts, she will arrive at Hamburg on the 26th February, and landing in 26 days she will sail on 16th March just a month later than I would reasonably expect to dispatch her, 16th to arrive at the proper time. I think that these proved that the detention in London this time will have been a mistake. As to time of farming operations, the shearing begins about the 1st of December for ewes, and 1st of January for ewes with lambs, dip- ping taking place at the same time for the second dipping and weaning of lambs.
begin in March, and are got through as quickly as possible. Upon your return opened about 18th Feb. and finished by 15th May, and the second portion shipped in a vessel from 15th to end of June.

9. Payne, 5th April. The Spanish Harlot returns was sent by following mail, she four run out were included in the indent.

10. Paynner is anxious to get his account out. He thinks that his brother finds them useful, and wishes to keep them.

11. Although I did not think Alpaca would send out, as he was on the spot and labour for shewing in some, I have sent him to North Sea, and now he asks me to arrange to get out his wife and family by the next sailing ship.

12. Mr. [illegible] last mail copy of a letter to the Colonial Office about the mail service, but not of the answer to it (Hamp.), and I am perplexed at not receiving this time our despatch on the subject, or instructions for future proceeding. As the Admiral telegraphed to the Governor that the Marines would shortly be removed. It is anticipated that they will go on the 21st January, and with such a number of passengers the voyage may be a profitable one. Shall
therefore in the absence of instruc-
tions thought it desirable to let the
Black Hawk sail this time on con-
dition that she also has the carriage
of the canoes and canoes I
have been more especially led to do
this, because there is no employment
to be had for schooners round the
Islands at this season, and the men
being on board I could not lay her
up. I have already saved a large
sum in wages by laying up the King
and Perseverance except when actual
required, although I find it difficult
and awkward to get a crew for each
vessel only.

13. Left Stanley on the
12th. Set sail in the Tony for Darwin, but
getting into a heavy gale put into
Sydney, and went on by land, arriving
on the 14th. On the 15th the Tony
arrived at Darwin, and left on the
16th with Mr. and family. On the
17th accompanied Mr. and family to
South Arm, and spent the next
day in boating round the place. On
the 17th went with Mr. and family
as mentioned above, and returned
the same day. On Monday the 20th went to Walker Creek and thence to Darwin on the 22nd. On the 21st I
saw the Camp, and on the 26th looked at the ruins on the islands, finding that the 12 Romany March for
near 20 miles and a half, April was in advance. On the 29th I rode through the Bodi Creek
ditch with John King; they are very clean, only four being touched with scab, there is
a fair crop of lamb, from the Romany
March, a man, and King, who had a very
mean opinion of them, now says that they are a much hardier sheep than he reputed
to find. I got the skin press started at
Igupipu, and was pleased to see how
much better the sheep are this season. I
have no doubt that at least half the rest
of the sheep has been already replaced
by new sheep; a steady industrious man.
The sheep on the whole look very well
perhaps cleaner than last year, though low
in condition in consequence of the heavy
snowstorm, however they have not suffered
like the cattle which died by hundreds,
and are still dying of sheer poverty. It
is an undoubted fact that there is far
less scab outside Lafrance than inside; I have
drawn Mr. Clay's attention to this, telling him
that I believe the dipping at Darwin was
more efficacious than at the other stations.
I am glad to report that the late change
have not disturbed the Camp to any
appreciable extent. At Horne's Town
the station was removed, being too
long with the men, and I appointed
his lieutenant, Overseer, and James Rae
his overseer in that position. This had
the same result, being given by
Miller and D. Fraser, who with W.
Huntly, who has lately left, formed a
[missing text]

[missing text]

[missing text]

[missing text]

[missing text]

[missing text]
accuse Capt. Parker men of negligence in attending to their boundary, and it appears in that, and Mr. Burnell's assistance a reformation has taken place. It would have been so easy to let matters take their course that I expected pleasure in promoting him, telling him that I did so to mark my appreciation of his conduct, and assure him that a strict attention to duty paid best in the long run.

14. Ordered the Gunnawank sound from Stanley while at North Arm as I particularly wished to inspect Great Island in F Weekend sound, but she was so much detained by head winds that I was obliged to leave for Stanley before she reached Thursday. It however went there by my desire, and reports it to be a finely grassed island, up to 3000 sheep. I want to try an experiment there, which I have thought of for some time, and which met with the approval of Mr. Clay and Mr. Patterson, when I spoke of it to them. Nearly everybody on the island eats in the face of wood, what is to say all who have any trees in their sheep, and I want to try on a small scale what I can do by crossing our sheep with Merino. If it does not good, it cannot possibly do any harm for anything radically bad can always be diminished at Goofreen.
I propose that 1000 of our superabundant breeding ewes and lambs from Great Island, and yet for them 1500
rams from Montevideo. The same from there I would cautiously put
in a couple of two flocks, and the
ewes used to be with them, and the
sheep, the wool from which will I
believe beat that from the pure Shorn
wool in weight and quality. The experi-
ment is worth trying, and as shall as
true to correct the Director, before
the sheared should be done and ani-
malized done, going to write to the
Venerand Dr. White in a letter to order to
send me 200 rams by the Blackwood
this voyage, limiting him to 20 per
head. I shall either pay for them through
the Peru Pluck Bank next voyage, or
authorizing him to draw upon the Director,
if necessary, for not exceeding 70.

15. I wished McClay to come
over to Ten Bay, in the Spanish boat in
order to learn about some sheep from
Stevenson, Barton Packe running up also
to Port Townsend to see Mr. Warden, according
to the desire of the Director. He left me
with the intention of doing so but thought
afterwards that he could not spare the
time which I expected a Swished him
be got as much information as I could. Upon
an very conflicting, some complaints and
but whose dip is condemned generally in
the West. Oh, what for. Balian's shop are
too nasty, and that Mr. Pack is going to
drop it. However, Mr. Daniels who would be
most likely to know has heard nothing
of this. Mr. Wadsworth was writing on
will do his first dipping with lime instead
with tobacco, because he is afraid the former
may check the woods. In the state of
uncertainty I shall probably turn round to
the West for Mr. Squire Waite's help, and
ascertain the facts by personal inquiry.
In differences between the portable cost of
dipping this season in lime and sulphur
and tobacco being to increase, it was
not to work while taking some horses.
Taking into consideration my notes for
Village girl the farmers may perhaps think
it prudent to increase the quantity of
tobacco ordered.

16. Mr. Greenshields died last
month. I am happy to say that obtained
a final & settlement of his account about
a month before.

17. England is in view of the
Landsale reported for Ed. Woodworth. It does
not throw much light on the shipment, and
is a large quantity, &c. Mr. Dingley has remained behind and has con-
signed the accounts to the Company.
18. Send the manuscript
of board: paper for type copy shall be
informed that it was really stopped
for debt in about three weeks and that it
seemed to be last week.
19. Mr. Thos. the laborer, a
drunken lazy rascal, goes this mail.
up to the present he has refused to
tell his account; he has been more a
free drunk for several days past. Since
delivering his account to him on the
13th, some payments have been made
and the correct account is reduced
showing a balance in his favour of
£26 6s. 8d. There is also a bill amount
against him of £1 1s. 6d. which he
acknowledges, but will not pay. A
memorandum from Dancy of the time
he has left it instead, one or two days
he was reported ill, but his absence for
the past week occurred through drink.
He worked 35 hours in all at a chat
upon Mr. Hamilton's house, but this
distinctly refused to pay for taking
it against the last time. The balance
remaining to his credit ought in reality to be quartered for this same reason. I think that you will not pay him any half pay for passing home, his agreement not entitling him to any, he has been so lazy, so incautious to save and myself so useless in fact that it would have been dear at half a crown a day.

In a photograph of the house when the first week in Oct is ended, the yellow bricks take any dark. The scaffolding is now down and the painting nearly finished. The whole of the upstairs rooms and the landing are plastered, the door lining and cornicing done but the colouring and varnishing quite accepted. The dado is round the billiard room and the plasterers have just come downstairs. The staircases just be put up next week, the attic is finished, pantry and larders also, external doors hung. The. If I do not report next mail that all is finished but colouring, staining and varnishing shall be able to say that a week or so will finish.

Jno. E.

Ann. E.

Yours affectionately.

James E.
Enclosures.

Sep No 61
- Voucher
Manley Journal Sep
- Nash's Book & Teachers Sep 30th.
- Ledger Balance Sep
- Store sales to Farmers
- Landing Certificate
- List of Village Skill's Cargo
- Copy Invoice of J.E. Woodworth's Cargo
- Description of Tomb Stone Required
- Voucher
- Shipping Report
- Statement on accounts
- Camp Muster 30 Sep
- Official Letter N. 14 Nov
- Werts account & agreement
- Page's account of time lost by Werts
- Letter to W. Stickney
- Photo of House
To the Islands:

Sirs,

Following my interview with the Secretary yesterday, I have the honour to enclose a memorandum of the alterations suggested in the said table during the quarantine, on the River Plate. If these alterations are adopted, passengers by the direct steamers outward and inward, will in all cases be able to proceed without delay, in a shorter time, while those from this port will be enabled to catch steamers either of the Royal or Pacific lines, which sail direct for Cape without calling at Brazilian ports.

Yours the honour to be,

Very obediently,

[Signature]

Commissioner.
Proposed service for first half of 1879.

<table>
<thead>
<tr>
<th>Month/Day</th>
<th>Arrival/Departure</th>
<th>Vessel/Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2</td>
<td>Jan. 13</td>
<td>?</td>
</tr>
<tr>
<td>February 10</td>
<td>Feb. 21</td>
<td>Feb. 22</td>
</tr>
<tr>
<td>March 10</td>
<td>March 20</td>
<td>April 2</td>
</tr>
<tr>
<td>(2) May 10</td>
<td>May 21</td>
<td>May 22</td>
</tr>
<tr>
<td>(2) May 15</td>
<td>May 27</td>
<td>June 8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>April 27</td>
</tr>
<tr>
<td></td>
<td></td>
<td>May 9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>June 20</td>
</tr>
</tbody>
</table>

For the May voyage there is a choice of two dates. I should suggest No. 2 if it is understood that the usual service is resumed by the R. Mail 6 on the 9th May, No. 1 if the direct steamers are still running.

Signed: [Signature]

200
Sir,

I received your [Black Hawkh] on the 20th. Your despatch 529 of the 2nd. Part 2. As I remarked in my despatch 262 part 2 we are quite at cross purposes about stores and I believe that the fault is not on my side. In the paragraph under reply you misinterpret my meaning by quoting a portion only of what I wrote. I said that I should not want a vessel if I could get out a few necessaries, and went on to suggest that the heavy goods, coal, lime &c. might be dropped by a vessel bound round the Horn. Then again you say I 'must be aware that the Viceroy

T. Coleman Esq.

Secretary.

London:
Bray" has to be employed. On the contrary more appeared to be every chance of her being sold directly she got home. The indent which since January last have been ignored were compiled here according to order, mail by mail, to fill up the available space in the "Black Hawk" and the want of the goods has caused the utmost inconvenience and loss. Dread with dismay that you have reduced the provisions and fine goods. I have tried to impress on you the fact that such things should on no account be cut down; people must eat and be clothed, and the Colonists are now grumbling much as the miserable supplies in the stores.
Whilst you restrict the shipments of the goods I ask for you create dead stock by sending out others that are entirely unneeded; for instance, 10,000 dull bricks, the weight of which in coal would have been appreciated, 4,000 red bricks although you must have known that as the roof was on the house last Aug: there could be no possible use for these in January 1879, and still worse 2,000 fire bricks, notwithstanding the repetition in the stock return for years of those ex D. R. lad. I cannot make out from the epitome of the record of D. R. way's stores whether there are 100 or 200 there; if there are 100 in two places, there are also 30 tons sulphur on one page and 99 lbs. of the same on the next, weight not given. But the most disastrous mistake of all has been
The shipment of the balance of the wood bagging by the Veer of Bray not withstanding my express and explicit request in despatch 25th June that it might be here by the end of December. In that despatch I mentioned that I had only one roll left and yet you have only sent me by mail 3000 yards sufficient for 600 bales. If the season is good and the shearing progresses quickly the bagging will have run out before the Veer arrives. For the probable delay, confusion and loss I beg leave to disclaim the slightest responsibility. Baildon 13th order for bagging was sent 20th July and will not reach them until their shearing is over. Several others have been depending upon a shipment arriving this mail, and how they will manage I cannot conceive.
3. Par 4. The Store profits for 5 years have been as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1874</td>
<td>£ 1,000. 16. 7</td>
</tr>
<tr>
<td>1875</td>
<td>£ 2,599. 15. 5</td>
</tr>
<tr>
<td>1876</td>
<td>£ 2,605. 16. 3</td>
</tr>
<tr>
<td>1877</td>
<td>£ 3,705. 2. 5</td>
</tr>
<tr>
<td>1878</td>
<td>£ 4,787. 1. 9</td>
</tr>
</tbody>
</table>

One of these great fluctuations referred to in this paragraph.

4. Par 6. It is rather rough on Captain Dixon to bracket him with a convicted felon; the faults faults are those of temperament, I feel sure that he means well. He gives great satisfaction to his passengers, and has undoubtedly done wonders with the 'Black Hawk'; having in four hips out of five probably five out of six, enabled the Stanley despatches to be acknowledged by the next outward mail.
In my despatch 206 I said I had enough stores to do the first dipping after shearing, from which you appear to infer that the next dipping after that will be the one of 1879. You cannot surely have forgotten already that there are now two dippings a year at shearing and in the autumn, more especially as these two dippings are said to have been instituted by the Directors themselves? My notes on dipping materials sent in September will have shown you the requirements for the autumn dipping. I have said all along that we could until shearing time pronounce no opinion on the effect lime and sulphur have on wool; but I have lately been on the West Falklands, and
and from the result of my enquiries there (which will be found in the enclosed copy of a letter to Mr Clay) and that gentleman's remarks on the Company's Sheep, I think I may now say without hesitation that it does not produce heavy fleeces, the wool being light and free from oils. With this before them the Directors may now think it worth while to increase the fowls ordered, as suggested in 12-15, and I would further recommend some addition to Mr. Dougalls composition.

No. 10 I see no difficulty in explaining the falling off in profits as I have already done in attributing it to the low price of produce and the bad wool clip of 1041. The profits in the best wool year (the Humberside's) were
according to the annual report £ 17,902. 7. 10; in 1877 they netted £ 5,702. 19. 6. But wool was all round 6d lower, which on 3,505 cwt makes a difference of £ 3,170. In 1876 the wool weighed 3,651 cwt in 1877 3,505 cwt in 1878 4,173 cwt. Had the clip of 1877 been up to the usual standard, it is reasonable to suppose that it would have weighed 300 cwt more than it did. Had it done so, and fetched 3/2 per lb (the Thistletons' price was 3/3/2) there would have been an additional profit of £ 1,960. To sum up, the profits of 1877 amounted to £ 5,702. 5 more on wool would have increased them to £ 1,780. The short weight of wool as shown made a difference of £ 960. Profits at the Thistletons' prices on a good clip would have been £ 15,840.
or a reduction on the profits of 1873 of
$2,142, which the fall in hides and
fallow and some extra expenditure
in the Camp amply account for.
Thus as I pointed out in 256-7 and
257-18, the exceptionally bad yield
of wool in 1876/7 together with the
lower prices of produce are accounted
for the falling off in the profits.
Whether wool at 5½ per lb will enable
a dividend to be paid is problematical; I can only say that at
present the Company's expenditure
is cut down to the lowest point
practicable, and that I have been
impressed at all my subordinates with
the serious necessity of exercising
the strictest possible economy.

Of Par 12. I have communicated
so the Governor my suggestions as to
the Pacific Company, which I believe
he will endeavour to bring forward. The other Steam project Mr. Smith tells me is with reference to a German line, upon which he does not look with much favour.

Par 16. I will bring the land purchase question to a close before 3 go home; I may mention that with the exception of sections 26, 25, 18 & 44 the whole of the leased leases have been renewed as they have expired for 21 years.

Par 16. Andrew Carlyle is a grumbler and too old for our employ: I would not engage him even if on the spot.

Par 16. I have publicly notified T. Hudson's engagement.

Par 16. Mr. Page is right in saying that the account sales for 1713 103 slaves amounted to £100.0.-g. 0-12

Par 20. The Governor has returned in better health, spirits
and temper all of which I hope may continue. As I assured him before he left I have always done my utmost to work amicably with the Government and have generally succeeded. In the controversies over the Star of India and the Mail service I certainly thought and still think that it was my duty to oppose him; hence most burning questions are now past. His Excellency in an interview I had with him on the 28th December was most conciliatory, among other things he said he had told our Chairman that I always fought him fairly, and hoped that differences would not occur again, and he has given out generally that he wishes to begin делами.

13 Part 21. It is not true that I omitted going over the works before Martin left; on the contrary I was through and through them.
day after day, and know them by heart. I also studied his list of requirements in regard to which I repeated what I had so often told him, that some have been added to year after year, and now required a rest to pay for what had been expended. It is entirely contrary to the fact to say that I omitted to state what you would be justified in providing, this is proved by my despatch 258.

As I could write, that any machinery necessary to carry out the system of injection might be sent, and that I had returned the digester man-

Notes for alteration. I also said that I meant, from recommending the other additions to the plant proposed by Marting, but that he could put his theory about anions to the proof in London. I am sorry
That he was not allowed to do so.

14 Par 22. I presume that you have given the Royal Mail Company our revised rates; notwithstanding my constant application I can get no statement of through freight to the credit of the Black Bough and unless this can be done in a proper manner I think it will be well to discontinue the through rate for the future; enclosed is a statement of cargo supposed to have been shipped through the Royal Mail Co on which no freight has been charged here.

15 Par 23. The J. E. Woodworth is now about 60 days out, and it will be well if she never arrives. On account of the depressed state of the wool market and consequent want of funds Mr. Dean withdraws from his promise to take half the cargo. Although the
are some useful posts and a selection of securities, that I could do very well with, still the venture as a whole is an ill-judged one, asking far beyond the wants of the place. It is consigned to me for sale on account of Mr. Chipman of Kenbishi in connexion with Mr. Burgess and the matter is complicated by three bills for $550. 1,000 and 500 drawn by the owner on the Captain forwarded to me for collection. I am disposed not to accept the consignment at all; if I do it must be for a good commission, and Messrs. Chipman must be content to wait a long time for their money.

16 Par. 26. I have engaged several men from Montevideo, who will be employed at shearing and afterwards at Goose Green, with their
assistance I hope the sheep will be
shorn in the proper season.

17. Par 27. In judging as to the
expediency of sending out stores I
may suggest that it is advisable
to take into consideration not the
value in pounds weight of the total
stock in hand, a portion of which
is not readily saleable, but rather
the particular quantities in stock
of the goods actually asked for, a
mode of proceeding which will
usually convince the Directors 
that my indents are not drawn up
without reason.

18. In reply to your enquiry in
the memo on Stores, the lead can
of course be supplied with pipe
and canvas here, the Stock return
furnished you with the fullest
details as to the quantity on hand.

19. Please tell Gilbert to stop
my newspapers and magazines.
20. I observe that you have given Messrs. Brown the commission I took from the late chairman. By the copy enclosed, you will see that the vessel was consigned to the Company here and to Messrs. Price at first of discharge, one commission of 2½% only to be paid, i.e. £20 in £500. By allowing the whole sum to be defrayed, the Company was attended to the shipment, made out bills of lading, and despatched the vessel gratis. Is it usual to do business for nothing?

21. I observe that a good deal of work for "Viceroy of India" was damaged, for which I presume you have recovered from the Underwriters.

22. I enclose a letter and mail, both sent to the Governor at his request, after we had met to discuss the changes necessary to meet the altered service of the
Royal Mail Company. I telegraph the alteration, so as to enable you to write by steamer of 27th January.

On the 29th November a huge landslide caused by heavy rain occurred in the peat bank on the hill, from which hundreds of tons of peat and slush descended to the harbour, breaking into houses, destroying walls and fences, and completely blocking up the road near the Company's store. I send four photographs taken by Jiggs, which however give but a faint idea of the accident. The inhabitants turned out at Mr. Bailey's request and cut drains at the back of the hill to prevent further damage taking place.

As I mentioned in my
despatch 28th Dec that the hollow works
should commence in February, I think
that it was a bad mistake not to
send a portion at least of the new
machinery under Mr. Martins care by
mail, for arriving in the Venet at
the end of January it will be simply
impossible to meet it all so as to start
at the time when Mr. Clay will want
so get the coarse green sheep off his
hands. Barring the want of machinery
which is no fault of mine, I had
looked well ahead and have already
secured the butchers and the greater
number of shed hands required,
hoping to begin early and proceed
without hindrance.

25. The "Alert" arrived 26th Dec
and left next day. I had a little talk
with Sir George Nares about coals, but
he could say nothing as his supply
was left to the Admiral or the
Admiralty. I gathered however that
he would want coals at the westend of the shafts next spring, and it has occurred to me to suggest that the "Sparrow Hawk" should be chartered to convey say 120 to 130 tons from here about August or September next, and, after delivering them on board, ballast and go to Valparaiso for a cargo of flour, then being employed at the time when work is slack here. As both house and steam coals have nearly run out I recommend that a vessel should ballast in London early next June with 150 to 200 tons Woolend, and then load about 260 or 300 tons steam coal at Cardiff, an arrangement having been made if possible with the Admiralty for a charter for the "Sparrow Hawk", which might be obtained at 80 or more per ton, and a further coal to supply the West here next Dec. It would be well to point out to the Admiralty that owing to the demand for coal having ceased
stocks are not kept here now as formerly, except by previous arrangements. The River Plate flour costs on board the Black Hawk on the average about 44 per bag of 100 lbs. The price of Chilian you can doubtless find out if the Directors like to go into the matter.

26. I regret the clause in Martin's agreement making him independent at Goose Green, for I should have placed him under Mr. Play, who has the supply of sheep, and will always have to be applied to for meat. Martin, although a good engineer wants ballast, and some of his transactions are barely honest. For instance, although he has been able to buy a steam launch a piano and a drawing room suite, he did not think it necessary to pay Demerance 60° for the tops which he obtained from
them some years ago, although he
has sold them and spent the mon-
ey long since. After this year I think
it will be necessary to insist upon
his being subject to W. Clay like
all other Campmen, as I expect
that endless disturbances will arise
between them, as long as they are
on an equality. I am very sorry
Martin was encouraged in his
spendthrift ways by the permission
granted him to bring out that useless
toy, a steam launch 20 f. long. And
I am not so simple as to believe
that he will burn his own coal,
although he has bought half a ton
already on his own account. It will
be so much cheaper to burn the Company's
Goose Green coal, of which we will have
entire charge, since W. Clay is to
have nothing to do with him.
24. I enclose copy of another voluminous essay by John Fling. There is a good deal of practical sense in it, and an entire absence of the personalities in which he has hitherto indulged. I delayed raising his wages until he had ceased making a noise, fearing that it might be supposed that I was throwing a sop to him to keep him quiet, but when last in the Camp I was so satisfied that he was really doing all in his power to benefit the Bodie Creek flock, that I thought my appreciation should be marked by advancing his pay to $5.00 per month.

25. I have very satisfactory accounts from the Camp as to scale. Mr. Clay says he tried to get some badly scabbed sheep to experiment upon with nicotine but could find
any. I fear however that the ship will be light owing to the very severe winter and cold backward springs both of which have kept the sheep in poor condition and retarded the growth of wool. There are between 500 & 600 bales ready for shipment already, which shows that my complaints about the delay of the "Wicar" and the wool bagging are not without foundation. Since last mail I have paid an interesting visit to the West Falklands particular of which will be found in the enclosed copy of letter to M. Clay.

29 I beg to refer the Director to the enclosed list of provisions at present in the Store. It can hardly be profitable to run down to such base stocks, which would have been avoided had my indent been executed by mail.
30. The house may now be considered virtually completed. The plastering is finished, throughout, cornices included, the plasterer having run them from a mould made by Percy a long time ago. The following work in the way of finishing now remains to be done: - The plaster to be ground and remedied defects and blisters, the stoves to be set when the "Vicar" arrives, mountings to be put on the doors and windows, the W.C.'s to be fitted up, the walls coloured and the woodwork stained and varnished, the parlour to be paved and doors of same thing, besides several other odd jobs. Outside, there is a good deal to be done yet, but it will be hurried on as fast as possible.

31. The mail leaving this year on the 18th March instead of the 2nd April I hope that I shall be in England by the 1st May, letters will reach me in Monte Video.
up to the 2nd April, as I shall probably avail myself of the Royal Mail direct Steamer of that date.

I am,

Sir,

Your obedient Servant,

[Signature]

Enclosures

Dept No. 262.
Stanley Journal Oct 5th Nov 5th Book & Vouchers Nov 1st.
Handing account 10th.
Robin to Clay 18th Dec
8th. Yeoman 21st Dec
5th. Collins to Mail
John Ding to Cobb 28th Dec
Clay to Directors No. 15
Stock in Store & Consumption of principal goods
Oda's Charterparty
Exhorts of letters he sent & purchases
12th Dec No. 521 for £160
Statement on accounts
Photographs
Shipping Reports
Black Hanks through freight
Patterson & Langdon to Coleman
Gotham, 16th January 1879

Sir,

I have the honour to beg to thank you particularly for theLady
the Governor a copy of the Company's letter of
extension 474 which expires in June next.

I have the honour to be,

Your obedient servant,

[Signature]

W. B. E. [Moved.]
Clerk to the Governor's Secretary.

[Signature]
Sir,

I have the honour to forward herewith, for the information of His Excellency the Governor, some statistics, facts, and remarks relative to the coal supply in this port, in which His Excellency is, I believe, interested.

I have the honour to be,

Sir,
Your obedient servant,

[Signature]

Colonia Brannigan

J. W. Collins, Esq
Acting Colonial Secretary.
Falkland Islands

Stapley Brooming & Co., Dyers, London

£6 4s. 1 Cash Post 57 gals. 24 lbs. 5. 14. 0
27 bbls. Cotton. 4th July 1870. 20. 5. 0

£6 4s. 1 Cash Whisky - private offer.
contents unknown.

26. 19. 0

[Signature]

February 19, 1879

John Brooming

Agent for

[Signature]

February 19, 1879
I have to acknowledge receipt of your dispatch, etc., which arrived yesterday, and enclosed in order to the Italian man of war Gonnello arrived here on the 3d. Last night he remained some weeks repairing, employing all the carpenters, included a draft on the Italian Government for Quebec. I could not get it made payable in England, but charged it for loss in exchange. The Cenis corvette arrived here on the 26th. Both she and the Gonnello did their business with the Company.

The Gonnello took 20 tons of coal, and wanted 200. I could only spare 40, having to receive 50 for loose stores, and had to buy the drain stock 100 tons. The Governor

A. Coleman, Esq.,

Clerk, London.

has taken up
has taken up
the question of their coal strongly;
and writes to the Colonel Office on
the subject. I have supplied him
with the enclosed note [which is]
for the Directors. For three years
no claims both coal from the 63,
and then suddenly there was a demand
for 300 tons; do the Directors think
it would while to keep up the supply
under the demand be more constant?

The letter would have taken about
60 days if he could have got them
lately recommended a shipment in
June; but he now thinks it should
be made abroad. The Captain of
the Governor said he would probably
if he could get coal
said that a supply would be here by
time if required, and recommend
you immediately to ask the Italian
Minister of Marine if there is any
use in sending out a shipment for
her, being guided as to quantity by
his reply. But the enclosed indeed
leave the quantity blank. The
home coal is very important. Shee
with her now, and the season has
been bad for buying coal, so that the
first quantity ordered will sell readily.
The first is to be had in Liverpool can
you not despatch a vessel from that
port, loading the home coal there, and
setting her at Cardiff.

4. Before the vessel of clay
arrived there were more cases ready than
she can carry, showing that she should
have been here earlier. Her cargo appears
to be in excellent order. As regards
the second parcel, which could leave
her about 20th June, what is to be
done? This despatch should reach
home in time for you to send a ship
away by 10th April, to arrive here
late in June, and leave again with
produce at the end of August. If the
Director send a parcel outward only with
coal, please telegraph "outward," if
for produce "round," if coal to Haiti
in Monte-Pede, "charter." I shall
probably meet the Telegranc in Moritzburg.
3. The Black-brind has not arrived yet, and will have but little time here if she comes in a time to get away again by the 10th.

Came, 182.

Your obedient servant,

[Signature]

[Endorsement]

Ref. No. 243
Copy of note on coal
1822. 1900
Sackshark

11th February 18__

Sir,

I last wrote by the U.S. Beacon, which sailed on the 1st inst., and now commence this despatch, although the Sackshark, which is much overdue, has not yet been sighted.

The Sackshark has been seriously obstructed this year by the introduction of the 'Bumper' by a Scottish dog, which caught it on board the shrimps. The disease has never been here before and it appears to be capable of spreading in a most violent form, as it has spread through the island with extraordinary rapidity, and has killed or disabled, with hardly an exception, all our shepherd's dogs, excepting those that had had it before they left Scotland. There only to mention that it took 13 men to gather a flock that 5 Wish dogs have been in the habit of collecting with ease, to show how
The work has been hindered. I should now make a point of seeing that such shepherds for some time to come, being one or two days guaranteed to be in that temper. Up to the present the Company's men alone have lost nearly or quite 40 dogs, and more are in a hopeless state.

3. I have been furnished with the following extract from a letter from Mr. Davis to a friend which rather qualifies me, as it confirms on good authority an idea of my own, the correctness of which has been questioned:—"Greenough, Bowat & Co. recommend us to cross our flocks with those same as the wool growers of New Zealand and Australia are growing English wool and therefore glutting the market."

4. Mr. Edo has applied to have Blakes' Island, spot sheep upon it, which he will buy of the Company. After reviewing all the correspondence with reference to leases of the Company's property, I find that I cannot grant his request without consulting the
Directors, but I strongly recommend that it should be complied with, as the island is of no value to us. Since, in the mean time allowed him to commence building a house, as waiting for a reply would cause the loss of a year, telling him that, if refused, it will take the house off his hands. As regards rent, looking at the size of the island and the Government rate of leases, I suggest that it should be let for 7 or 11 years at a rental of £15, £20, and £25. It has sufficient funds in the Company's hands to provide for the total outlay, which is a distinct advantage.

5. I regret to have to report that while the sheep shipped have turned out unexpectedly clean, there will be a falling off in the quantity of wool this year. There are hardly any bales as yet of brokers' wool, and the reduced yield is due to a cause beyond all human control. The extraordinary severity of the weather for nearly a year past, the terrible winter, reduced the condition of the stock, and a cold raw spring and summer have prevented the recovery that
might have been expected, on enquiry.

The usual amount of grey shearing is not yet over, and there may perhaps be more wool than expected. I am, but I do not wish to raise hopes that may not be realized in the future. I am much pleased to see how clean all the sheep are.

I have always expressed myself cautiously about this and the previous ones, but being now sure that the present shearing is proving most conclusively that, although it is a means of saving a good deal, it must therefore be abandoned as a useless step. Perhaps it will be well to use it as the first step in shearing time, but later on there cannot be one need that will be waterproof and eliminate the flax.

I am sorry for this, for the adoption would have saved a lot of money.

There are a number of things among the new plants for which there is my opinion unnecessary.
which I should have struck out, had they
at home. I have cost between $300 and $400
as expenditure, which at this time can
not be spared.

5. The house is now finished
out upstairs, and the ground part will
not take long. The walls are not suffi-
ciently dry for distempering, so it will be
left until next spring. In order to carry
the drainage down to the beach, it will be
necessary to send out 500 ft of 9 in.
galvanized iron pipe, with moveable lids at
intervals, to be lifted in case of a stoppage.
With such a good fall, and means of
getting it right away, it would be a pity
to show the drainage pipe a recept.

9. The Company on consid-
eration has decided that if the Company
will send out steam coal, he will not
breach the subject in the General office.
For fear of keeping men away by
raising doubts as to the supply. If more
than 200 tons are to be permanently kept
here, it will be really necessary to replace
The Mary Wort with a more laboriously built. She has diborne beam, beam for nearly 50 years, and even with the quantity mentioned requires pumping several times a week. It is impossible to repair her, for she is too rotten to take netting, and very coal foot as bond, she is too spent by salt water from below, and rain through the decks of the lower is destined to be a buck, should the permanently laid up for after being contrasted and repaired, or when the metal is beginning to run off again? When her bottom is sound, no doubt may reason that she will have to be duty for many years, but this question will we doubt be fully discussed by the Directors, that you could temporarily receive coal and should be kept ready for any service need.

1. Lines printing the foregoing. Mr. Clay's letter has arrived, and I see that he makes remarks similar to mine on lime and sulphur destruction and the short life of coal.
4th February

The Black Hawk arrived yesterday, but as you will have heard without the need, owing to the breakdown of the fort, I have just despatched 372 for Upala and 20 of 521.

17. As the humpbacks say his passengers and cargo may come for the river, the Governor and I have decided to proceed to La Honda tomorrow, in order to save if possible, the cargo going into the Custom House. I will then remain for the week of 4th.

The Governor says that the Stanley scheme of course gives way to the London one. Our title objects to transport both and I join him, for their vessel are cargo boats of small power, and we had once before to drop them on account of their irregularity. In whole thing is upset down the sailing of the April mail from here must be altered as the direct Donja boat an now leaving MonteVIDEO every fourth Wednesday, and the next mail will sail hence to catch the boat of Wednesday 1st April.
12. 331-4. 332-3. While matters are more settled, I thought it due to my opinion of the happenings

13. 331-11. The amount paid on Baillon’s wool for flaxen damage claimed by anyone in London, the Company being the consignees and what is the meaning of the inclusion "ボード" catalogue of Baillon’s wool, which was sold by our brokers and estate rendered long since? I cannot understand this, unless for Baillon’s new broad stock.

14. 332-3. To be 3 P.M. Goodwood is burnt, it will be necessary to send a quantity of reedling, in addition to wood already ordered.

15. 334. When wool is cooked in a beehive is it necessary to go both expense of a protest, and if both are damaged through a boat being carelessly loaded too deeply or there a claim made on policy? / 3 P.M. 9. The Barings’ news have arrived in good condition by the Blake.”
13. 531-6 and 532-6. If
the Driscoll paper coming out money
instead of goods that shows a profit I
cannot keep it, but must warn them
that in the absence of anything that can
be turned into cash the drafts from
this side will be large. I cannot
understand how the few rotables on
board the vessel can possibly be called
a good supply of provisions, seeing
that the total value amounts to $457. 0. 0.
and that about seven moderate sized
families would make short work of the
whole. If my melancholy state of goods
remains, short and likely to be carefully looked
through, you must see what Petitjean
are reduced to. Send an order for a
few more heavy goods by the coal ship
19. The Pittsburgh, a large
iron ship, belonging to the Mississippi
steamers, is on the 8th inst., with nine of
mammals and all kinds and sails con-
nected, prepared to sail post-paid.
and other damage. The master, Langdale, in an intimate friend of Prince's and the ship is consigned to his Company. It will be a vast expense affair, and you will of course make straight with the owners as to money. To begin with, she has had to pay two hundred pounds, 100L, and she will take a number of new spars, many coils of rope and hundreds of yards of canvas, besides having to replace guns and shrouds. It will take her a good deal of time to get the old mast out and put the new one. Altogether I expect her refit will be ready in six weeks. Captain Langdale goes to Moon's yard to buy new rigging, as we have none, as well as some other sundries, and as I shall want money to pay carpenter, I must send you at least 100L at 1200L this month to go on with. If done in my pay dear, I hope to have next week and to be in England the second week.
21. The Governor has just sent Mr. Collin's to tell me that he is instructing the same authorities to send mail for the present by every steamer that shall be ready, until mail matters are more settled.

Sam. L.

Mrs. Smith.

Colonel Linnell.

Subscribers:

Henry A. 26.4


Each book 66.66... Ditto Ditto Ditto Ditto

Lease balance 30.

Stanley, exchange 1, 25.8.

Put 30.321 to 30.32.

Pay to Directors $1, 10.

Receipt from Directors' letter for June.

Dept. Direct

Direct

Shipping report

Statement for op.
Falkland Islands

Stanley, 19th March, 1879.

Sir,

In conformity with the wish of His Excellency, the Governor, I have had to notify Mr. Bailey with reference to the purchase of land under the land orders. I hold for the Company amounting to 4467. 1s. 9d.

At the present price of land, I have orders sufficient to buy 23,509 acres of country land. As sections 7 to 10 have to have 1000 acres each under the terms of the expired leases, and I propose to put aside orders for the purchase of 2000 acres on sections 24 and 25, the leases of which will shortly expire. The freehold to be taken up on the Nickham Heights is 613 acres in extent, and I propose to

[Signature]

Acting Colonial Secretary
include it in the purchase. On
each of sections 26, 37, 38, 31, 32, 33.
I presume that Scan buy 2000
acres, being one third with water
frontage, and section 3 by 6000acres,
which has no available water
frontage. I will wish the purchase
bankers buy right out.

My purchase, then,
summarized would be as follows:

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<tr>
<th>Section</th>
<th>Acres</th>
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<tr>
<td>26</td>
<td>2000</td>
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<tr>
<td>37</td>
<td>2000</td>
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<tr>
<td>38</td>
<td>12000</td>
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<tr>
<td>31</td>
<td>6000</td>
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<tr>
<td>32</td>
<td>6000</td>
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<td>33</td>
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<td>34</td>
<td>6000</td>
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<tr>
<td>35</td>
<td>6000</td>
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<tr>
<td>36</td>
<td>23613</td>
</tr>
</tbody>
</table>

leaving a balance of 276 acres to
be taken up on some future occasion.

As regards the land to
be purchased on sections 74, 0 4
I understood Mr. Bickley to say
that the blocks would be selected
by the Government; but hope I
was mistaken. With all deference
To this Excellency I must say that the clauses in the lines relative to this appear to me most clearly to mean that the intensions of the preambles should be kept to the letters, and I trust that this Excellency on consideration will see it in the same light.

I have the honour to be,

Your obedient servant,

[Signature]

[Handwritten text]
Falkland Islands Co.

Stanley, 21st March, 1879

Sir, I have the honour to request that you will lay before the Council the following proposal in reference to certain lands that I am desirous of purchasing for the Company.

At the present冒险 price I have funds insufficient to buy 1,000 acres of country land. On section 11 I am to have 200 acres under the terms of the expired lease, and I propose to put aside 6 acres for the purchase of over acres on sections 21 and 22, the leases of which will shortly expire. The proposal to be taken up on the understanding that 612 acres in extent, and I propose to include it in the purchase. In each of sections 21 to 25, 27, 34, I propose that I can buy

Ald. William C.
Acting Colonial Secretary
two acres being one third with
water frontage and section 5 (stream)
which has no available water frontage
shall with the Excellency's sanction,
buy right out.

By purchases there
summarized would be as follows:

<table>
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<tr>
<th>Description</th>
<th>Acres</th>
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<tbody>
<tr>
<td>Northham Heights</td>
<td>2/3</td>
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<tr>
<td></td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>2000</td>
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<tr>
<td>Sections each 5000</td>
<td>1000</td>
</tr>
<tr>
<td></td>
<td>2000</td>
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<td>31613</td>
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</tbody>
</table>

leaving a balance of 877 acres to
be taken up on some future
occasion.

Being ignorant of
preparing an alternative proposition
to my original one as to inspections
125, which has been disallowed by
the Secretary of State, I beg
Michael Sheffo, Read's disapproval
may extend only to the total
allocation of these sections, may I
before leaving the question finally
at rest, suggest that if the government

were to exchange one section of 1000 acres
and one section of the same quantity
in addition to the 500 acres already
proclaimed, the objection to the
purchase originally proposed might
be removed or removed?

I am leaving this
undated for England. I shall be indebted
for your Excellency to inform me, in a
report on this matter, at
an early date, so that the application
of the Company's land orders may be
arranged between the Secretary of State
and your Directors before my return
to the Colony.

I have the honour to be,

Your obedient servant,

[Signature]

[Name]
Sir,

This vessel having just completed her cargo & hereewith enclose 4 Bills of Lading. The mail leaving on 27th Pr will carry her manifest.

I am,

Sir,

Your obedient servant

J. Langdon

for the 100th Magazine

T. Coleman Esq.

Secretary

London.

Enclosures

4 Bills
1 Receipt
Sir,

By the "Black Hawk" on the 12th March I received your despatch 333 of 26th Dec. 334 (duplicates 16th Jan.) and 335 of 25th Jan., last year, but contents in order.

1. 335-3 No sooner was smallpox out in the "Humbleton" than he wished to leave, and I found that he had engaged with the intention of joining His Majesty's as soon as he could. I should not therefore wish him.

2. 334-2 I certainly adopt the Directors' suggestion that Mr. Lang staff being single handed should remain in Stanley during my absence, for the work here to be kept up properly requires constant attention; besides.

F. Coleman Esq.
Secretary

London.
and this is an important consideration, it is absolutely necessary that the Company's Manager or some one qualified to represent him should not be absent a single day, lest some emergency should arise which might call for immediate action. As regards Mr. Clay's correspondence, as it is necessary that Mr. Landon should know more or less what is going on in the camp, since upon him falls the cares of arranging schooner voyages and shipping matters generally, besides supplying any materials or labour. Mr. Clay may send for & I think the latter's despatches should be sent as usual through this office.

In Par 3. My own idea is that
but I will ask Mr. Clay whether
he thinks any more should be
here before next Christmas.

5. Par 4. The three flocks
of 3 year old wethers, for two
years have been dipped with the three
dips spoken of, and the following
is the result:

<table>
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<tr>
<th></th>
<th>Sheep</th>
<th>1829</th>
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<td></td>
<td>Yr.</td>
<td>Oct.</td>
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<td></td>
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<td>Nov.</td>
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<td>F. S.</td>
<td>1st</td>
<td>130.5</td>
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<td></td>
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<td>128.5</td>
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<td></td>
<td>2nd</td>
<td>127.5</td>
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<td></td>
<td>3rd</td>
<td>129.0</td>
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</tbody>
</table>

These averages it will be observed
are very low, but all sheep dipped
early in the season are the same,
owing to the absence of yolk, for
which the bad winter and spring
are almost responsible.

6. Par 6. Respecting stores
I must point out that on 21. Sept.
I wrote that 80 lbs. of sugar should
be here in 6 months, the calculation
was a good one as the stock has
run out within the last few days
and once more, through my warning
not being taken, our people have to go
elsewhere for this most necessary article
of food. If only a portion of the sugar
per Mary had been sent by mail
this need not have happened.

7. Par 6. I do not think that
Patterson and Mr. Bown would pay
the extra expense by steamer.

8. Par 10. It was supposed that
Washa's wife received pay on 1st Dec.
1877 for November and monthly
until 31st November 1878 for October
which would complete the twelve
months, then half a month on 1st
November. It still seems to me that
if you paid her from 1st Dec., monthly
to 30th Nov. you must have paid for
12 1/2 months. Had you made payments
on the 1st Dec. in both years, you would
unquestionably have made 13 payments.
however you of course know how much was actually paid.


10. Par 13. It was unfortunate that you did not write by the mail of 14th Feb., as the Black Hawk sailed for it. I said in my last despatch that it would be necessary to alter the sailing of the April mail from here, as the Pacific boat, which she is intended by your cable to catch, leaves Montevideo on the 18th instead of the 22d. I am glad of it, because it will give me time to see to the shipment of the unfortunate Trench cargo to make room for which it will be necessary, if there is much coming by the 29th March steamer, to remove some of the ballast.

11. Par 14. There is now no more
atDarwine, about 20 bales at Walker Creek, nearly 160 bales at North Arm, and 40 bales on board the Regalia, where there are also 35 bales belonging to Bounilon 15 & £, 26 bales from Lindy Island, and 68 bales of Theefiring, all of which should be covered.

12. Par 15. It is thought that the land there is much improved by grazing and breeding.

13. Par 16. I conclude that a statement of the principal goods on hand only is needed, for with the number of other matters that require attention, it would be simply impossible to take stock before I leave. A statement of the yearly consumption of general stores was forwarded on 27th January.

14. 535-2 If the Mary is not detained, her coals will be in time to renew the supply at House
Green which may run short. I cannot conceive how 200 tons steam coal can have been guaranteed to the ‘Madawharn,’ seeing that the stock last June was only 120 tons, out of which Goose Green has to be supplied.

As far as my experience goes, you cannot supply a coal that will be equally serviceable for both steam and household purposes; this coal perhaps explains better personally.

15. The delay of the shipping materials in that stretched ‘Trent’ might have caused untold injury to the company’s stocks had not Mr. Dean kindly send me all the tobacco I require at present. The cargo will probably be landed in Monrovia on the ‘Trent’s’ arrival, at very considerable expense; and it is just as likely that the goods to be shipped 29th March will also be partially detained there.
The Black Hawk will hardly carry the two lots. This delay and expense will have been caused solely by the gross negligence of the Royal Mail Company in despatching a steamer that, according to Mr. Henshaw's account, was barely fit to cross the Thames, and for which they can surely be held more or less responsible.

8th, Capt. M'Call is tired of the Falklands and has offered to sell me the Village Girl for £50; had she been in the market before the Sparrow Hawk was built she would have suited very well.

8th. I have not exactly settled the land purchase question; but the proposals I made the Governor were, I infer, unpalatable enough to cause him to ask me to apply again for the purchase of sections 78, 8, with a slight modification,
which proposal he will support next mail. I enclose copies of two letters
to the Governor, the second in place
of the first, written at his request.

10. I enclose copy of a letter
from McLennan, in which he very
fairely asks to be credited with the
proceeds of his wood at an earlier
date than the 21st Dec.

19. I have just returned from
a short visit to Darwin, and am glad
to say that your flocks that were up
for dipping from the outside Camp
were absolutely clean, that is to say
that in about 5,000 sheep there was
not a single one with any sign of scab
upon it, and I am happy to hear
that all the rest of the sheep in the
northern district are in the same
condition. The Bodie Creek crows'
before I left; there is a little scrub among them; but I hope that a severe digging will have the effect of clearing the tapiola's sheep as well as the others.

28. The German barque J. Peters from Hamburg for Callao has arrived badly smashed by a sea, she is discharging into the Eugenia and her disbursements will be a good remittance. I have arranged to supply funds on bottomry at 35% if a credit cannot be arranged with the owners Renck & Hessenmüller of Hamburg. Therefore telegraph at ship's expenses: "Federal J. Peters Renck Hessenmüller Hamburg wire if bottomry necessary". If no answer arrives a bottomry will be taken.

21. As mentioned in a former despatch I have had much difficulty in raising money lately for disbursements and this mail have I regret to say to draw some large sums to repay
money borrowed during the last few months. The cash going out on account of the Rutlandshire is large, and now the H. Peter is still more. I hope that the former's bill may go near mail.

22. The 'Wicar of Bray' left the harbour on the 26th March, but has as yet in Port Williams for some unknown reason until the next morning.

5 am. Sir,

Your obedient servant

[Signature]

Enclosures:

Draft No. 265, 266.
Stanley file for Jam & Crock for Feb.
Manifold of H. Peter's 'Wicar of Bray'
Particulars of sales of sheep's hair letters to & before hand, 17, 21 1/2 Chroy.
Copy of Arrows's letter
Letter for Capt. Paterson?

From Mortimer's Digest:
Estimate of Cargo for 77th ship Consecution of bedding materials 1870.
Dates of cash from Williams
Complete Lading order & Shipping order
Particulars of Roof and Wood
Draft as wanted by Engineer
Shipping report
Copy letter to Capt. Tucker
3 landing certificates

Indent
Copy Power of Attorney Instructions
London to Colliers
Sackland Islands C.
Stanley, 27th March 1879.

Sir,

I have the honour to acknowledge the receipt of your letter of 25th March requesting me to make arrangements for the conveyance of Dr. Annesly and his family and servant by the next mail to Montevideo.

In reply, I beg leave to inform you that three berths have been engaged for some months for this voyage, and that one cabin and two berths in the after cabin are at your disposal. Should Mr. Scott, who engaged his berth last January, not arrive in time, another cabin will be available, and I have no doubt that

W. Collingby
Acting Colonial Secretary.
For a correspondent given up by his love and feeling for the lovely lady, beloved, and never was heard of since.

Love from the manner of

[Signature]

263
To the Head of the Dept. and when notice should be given in the removal of the last or section 25 & 26, I have the honour to request that the building

building will accept this an application for the removal although dated before the prescribed time.

I have the honour to be

Your obedient servant,

[Signature]

[Signature]

[Signature]
Stanley
10th March, 1879.

Sir,

I have the honour to state for the information of the historian that the Governor has been advised to leave the island on leave of absence which will probably extend over eight or nine months, and that during that period I believe someone will represent the island. I am therefore desirous of appointing a person who will represent the island on leave of absence and also handle the business of the German, Italian, and Chilean Consuls.

I shall feel obliged to the Council for any assistance they may render in the execution of his duties.

I have further to notify, that I have resigned the post of Belgian Consul at this port.

I have the honour to be,

J. H. Cotterell Esq., Acting Colonial Secretary. (signatures)
I have the honour to inform Your Highness that I am leaving for England by the present mail and that my absence will probably extend over several months, during which time I have subject to Your Highness's approval appointed Mr. John Langdon, who represented me in 1792, again to attend to the duties of the Consulate.

I have the honour to be

Your Highness's obedient

Humble Servant,

[Signature]

To His Highness,
The Chancellor of
The German Consulate,

[Signature]
Stanley, Laeken albums
26th March 1879

I have the honour to state that
I am leaving this place for England and
would like to place in Your Excellency's hand
the resignation of my appointment as
Belgian Consul.

The business of the Consulate
during the time I have held it has
been so extremely small that I have
not thought it necessary to provide a
chancellery.

I have the honour to be,

Your Excellency's obedient
Humble servant

[Signature]

Mr. Excellence,
Mr. Minister of Foreign Affairs

[Signature]

Brussels.
Santoña, March 20th, 1779

I have the honour to inform Your Excellency, that I am obliged to leave for London immediately and that during my absence which will be of some months' duration I have, with the Your Excellency's approval appointed Mr. John Langdon to attend to the duties of the American Consulate.

I have the honour to be,

Your Excellency's most obedient humble servant,

[Signature]

[Name]

[Title]

[Location]
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<td>1</td>
<td>570</td>
<td>100 Bags Wool</td>
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<td>779</td>
<td>300 Rolls Sails</td>
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Additional Account:

1. Copy of the said wet hay to 6.0
2. Instructions for 6.0
3. Rent letters on account of 6.0
4. Other expenses of 6.0
5. Storage of 6.0
6. Payment on account 6.0.00
7. Archivization 6.0.00
8. Shilling change 6.0.00
9. Reimbursement of Machinists
9th May 9.

Sir,

I have the honour to inform you for the information of His Excellency the Governor, that the Company have chartered a vessel to bring out some 400 tons of Steam coal.

The Directors think it best Excellence would favourably inform the Admiralty of this, that Mr. Man of War might be induced to call here as formerly, and thus their shipment might prove beneficial to the whole Colony.

I have the honour to be,

Sir,

Your obedient servant,

J. Langdon
Acting Chief Manager

J. N. Collins Esq.
Acting Colonial Secretary
Sir,

I have to acknowledge your despatch No. 532, 531, &c., which arrived on 5th April, 6th and 16th May. The Black Shorts made a company having experienced very bad weather and for the first time since the William was in the state to be next to.

1. 530. 117 yard. It would be advisable for the company to ship another cargo at present. Dean would not take any share while the present low prices of goods continue.

2. Par. 9. The direct loss to the company was of a footing nature, only a part of the iron.

3. Mr. Secretary London.
fledged; since being swept away, 
Diggles says he intends to send the 
photographs you mentioned, but 
as soon as the weather will permit 
we will make good the deficiency.

2. Par 10. I am glad to be 
able to report, that notwithstanding 
the delay in the arrival of 
the machinery and the breakdown of the Digestor, the testing 
down commenced on 14th April 
and is progressing favorably, the 
sheep are in good condition and 
according to Martin yielding 
a good average of Fallow, number 
shipped up to 37th inst being 8055.

5. 307. Par 3. You are correct 
in supposing the Coals ordered to 
be sent in Casks were for Goose green, I shall certainly avail of the 
Falcon going to Devon to send
Whatever may be required there, in
cluding sufficient coats for next
season.

6. Par 5. Your instructions
respecting lease of Columbus Island
shall have my careful attention
as soon as Mr. Fell returns to Stanley.
He has received his stock which
was landed safely per Fanny.

7. Par 10. Unfortunately the
larger portion of this shipment
was obliged to be left in Monte
Video. The Black Hawk could
not carry it. This is entirely owing
to the M. Mail Co's delay in forward-
ing the Ten H's cargo. This delay
I fear will greatly interfere with
the shipping. The weather having
set in very wet. I have seen Mr.
Dean but at present he is talking
of chartering in Montevideo, he
is loading the Village Girl for
England.

9. Par 11. I note your arrange
ment with Messrs. Belcher and Co., the Rutlandshire I trust will be ready for sea in about 10 days.

9. Par 16. Mr. Clay was promoted to be the General Superintendent of the whole of the Company's Camps.

10. Par 17. This alteration in the Shepherds' agreements may be much appreciated by new comers for a short time, but I very much doubt if they will continue to do so for very long.

11. Par 18. There is no doubt that Lime and Sulphur is a certain cure for scab; these appear a great difference of opinion as to its causing the Wool to be so much lighter, some affirming that the short weight was caused by the exceedingly severe winter, together with the backward spring.
His Excellency the Governor I understand is going to embody in his blue book Mr. Cameron's ideas on this subject.

12. Par 19. The Margaret is certainly unsafe; she may take about 100 tons, but even with this quantity will require pumping at least once a week and in bad weather more frequently, once a week means £31 4s. a year. I shall therefore be obliged to use the logeria, which is not at all suitable for a Coal Wulk, being too large to move easily.

13. I regret to say that Mrs. Pitaluga died suddenly on the road on 30th ult. which sad occurrence makes the estate
more complicated than ever, but I hope to report the Company's account being settled in my next despatch.

14. I learn from the Acting Colonial Secretary (Privately) that the Colonial Office are looking upon the proposal respecting the Pacific Steamers calling here with great favour.

15. The Schoolmaster who only arrived last mail goes home for "Sea Witch," there appears some mystery about him, which has not yet leaked out.

16. Your telegram respecting the "H. Peters" to hand, she will be finished in about a fortnight, weather permitting. I do not think her bottom will much exceed £14,000 if so much.
14. On my power of Attorney I am authorized to draw on the Directors, when necessary, for amounts not exceeding £300 a month. Mr. Cobb forgot to make provision for the liquor duties falling due in April amounting to £400. 6. 3. The Government have demanded this amount. I endeavoured to get payment put off until next mail but did not succeed, so was obliged to give a draft for £600 in favour of the Government, which under the circumstances I trust you will honour.

16. I am sorry to report that Seab has appeared in two or three blocks, but hope now that dipping materials
have arrived it will be stopped.

19. Mr. Pacy says this mail has satisfactorily carried out this agreement, enclosed is copy of his account, by which you will see I have charged him with payments to his wife to 1st June.

I am, Sir, Your obedient servant

J. Langdon
Acting for R. Cott
Colonial Manager

Enclosures.

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<thead>
<tr>
<th>Date</th>
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<td>N° 365</td>
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May 9.

Sir,

As mail being advertised for this vessel, I take the opportunity to forward duplicate of my last.

I am, Sir,

Your obedient servant,

[Signatures]

Enclosed

Dispatch No. 268.
2nd Exchange No. 630, 1.

Shipping Report
This vessel being ready for sea, I have the opportunity to forward duplicate of my last.

The Dennis Bundal kep't. Dyed from Cardiff to Dublin arrived on 19th inst. with the loss of Main Stake, Noggan Topmast and other damage, after considerations the chief engineer decided to wait instructions from his owners Messrs. Dower, Chisholm & Co. Bakerford Place, Liverpool, please arrange credit probable cost of repairs about £2000. If she is abandoned would make a splendid

Yours, Sir
Frederick
Secretary

London
Exhibit

26°

2° in No. 530, 591

Shipping Report

Letter for May 87
Sir,

Since writing yesterday I have chartered the "Sparrow Hawk" to proceed to Montevideo to enable Capt. Dyer to communicate with his owners, she is to sail at 12 O'clock today and carries a mail as well as the one intended for Sea Witch. I enclose copy of charter party by which you will see I have the right to ship cargo, this will be an advantage should the Black Hawk again leave any in Montevideo.

I am, Sir,

Your obedient servant

J. Langdon
Act. for H. E. Coll. C.

T. Coleman Esq.

Colonial Manager

Secretary,

London
Rutlandshire

27th May 9.

Sir,

Having this evening settled with this vessel and Capt. Langabeer intending to sail at daybreak tomorrow, if he can get out, I forward his draft on Messrs. Ellis for £296l. 3s. 6d. if all goes well this should arrive before the next mail. Capt. Langabeer has been most assiduous in his efforts to have the repairs and in his endeavours to get away.

2. On the 15th Inst. the German barque Ida Maria of Hamburg laden with wheat for Liverpool arrived here. Capt. Schulz has

F. 10thman Esq.

Secretary,

London.
not yet decided who is to do his business. I of course shall be very
careful after the experience of the
D. H. Bades. The talks of Thursday
I don't think the Company will
have then.

3. The "H. Peters" should be
ready, weather permitting, in a
few days.

I am, Sir,

Your obedient servant

J. Langdon
Acting for F. B. Cobb
Colt Manager

Enclosures

Sup. Nrs 269, 270
1st. Nrs 533 for £3,960 5. 6
Sir,

The 'Black Haish' arrived on the 11th ult., bringing copies of your despatches No. 539, 9, and original No. 538.

2. 538 Par. 3. I have not the slightest doubt but both the 'Lylem' and 'Mary Lester' will be quite full. I have agreed to take some produce for Mr. Waydron and enclose a list of cargo for these two vessels.

3. Par. 4. Mr. Clay considers that the ought not to be charged with the cost of the 'Bitch' from his brother, considering his salary and that the Company have always found him in one dog. I think he can well afford to pay for it.

F. Coleman Esq.

Lancaster.
of the said Robert was very much surprised that he had to give a 12 months' Bond quite expecting that credit would be arranged, the Bond with premiums amounting to 1755, which I forwarded to Mr. H. Vice Consul at Cadiz for collection, the accounts and one Bond are enclosed.

5 Para. I understand from Mr. Clay Nichols that Dogs will readily find purchasers, the agreement that they are too expensive to give away and in my opinion if given would cause endless jealousy and dissatisfaction.

6 Para. Your list of wages & salaries was made out at the very height of the season, and is considerably reduced immediately.
after the shearing and blessings are finished. I return you a bill made up to middle of June, but this will be still further amended by departures this mail.

7. The Patelland's had sailed on the 29th May having been detained by strong contrary winds. Capt. Langabeer sent one word by the Pilot that she wished her owners informed that she had managed to get away without one good boat, had the been ships she could not have got a suitable one there, I leave it to you to inform Miss Ellis. Houn if you think it advisable. Enclosed is letter No. Miss Ellis which please forward after perusal.

I am sorry to have to report the dismissal of Sardine.
for drunkenness, he neglected his work for some months past, but could not be caught sufficiently intoxicated to justify dismissal until the early part of last month when he was taken into custody for being drunk and fighting. He was fined 5s. for being drunk, and 20s. for disorderly conduct. I therefore immediately dismissed him for the next few months I can manage without a gardener but request you to send out by first mail seeds as per last year.

9. Mr. Matthew Sibly finally decided to do this business with me. I have agreed to take a bottomy bond at a premium of 2½% (this is what Dean offered) and telegraph you to insure the same.
10. I am in a perfect dilemma for cash and obliged to draw heavily, although my bills are in excess of the amount I was authorized to draw you must please bear in mind that no business can be carried on without money; on referring to my cash book you will see that large sums have had to be paid on ship accounts. Besides the bills drawn this mail I have had £200 of C. Williams and £20 of S. Wallis for which bills will have to be given next mail, and have to find £620 by this and the finish of Ida Maria's repairs for wages only about £400 and there will be other cash expenses such as pilotage £8, where possible I put off payment, but several are employed at Tallow works return.
No. Montevideo. This mail and henceforth I am obliged to give them orders on River Plate Bank, under the circumstances I trust the Directors will not blame me for exceeding my instructions. I would, while on this subject, like to draw the Directors' attention to the Deposit Account and suggest whether it would not be more profitable to send out sufficient cash (in gold) to pay off this account, the Government now decline to receive deposits, and therefore the cash would, if introduced in the Colony, be more circulat
d than before, again if gold was sent out regularly the Black Hawk's postage bill should be paid here and thus save large commissions in Montevideo;

II. Theallow works have been
fairly successful this season. The sheep yielding an average of just over 25% as follows:

From 11,968 sheep according to weighings on casks 2599.1.18
Allow used to fill cask 720.6

New weight for shipment 2720.1.1

This year there is an error on the casks, the weight having been put on them when first filled, but afterwards many were filled up, causing a difference of 720.6 between the weights on the casks and the actual follow in them. I have explained to Martin how this could have been avoided and it will not occur again.

12 I have the pleasure to inform you that at last Pasha's
account is closed, at my settlement with Mr. Dean on 30th ult. I succeeded in getting this account included and now remit you draft for £200 being the balance between us.

13. When Mr. Waldron was in Stanley, he expressed surprise that he was not credited with a payment of over £1000 lately made by his brother. I explained that doubtless it was an omission in copying your accounts, which we doubt would be rectified next mail.

14. There is a great Cattle Killing case pending viz. Millennials v. Waldron. The damages are laid at £2000. Mr. Waldron in replying to the writ denies that this men
I have committed the offence, and state the following questions viz:

1. The Wild Cattle are declared in the Amalgamation Ordinance to be pests; and I therefore maintain that any person bidding a lease under this ordinance, cannot kill wild cattle on any land subject to the same, without being liable to annull.

2. Whether a master is liable for the act of his servant, when he was repeatedly forbidden such an act.

His Excellency postponed the case for 12 months to allow time to obtain the decision of the Law Officers of the Crown. I forward Ordinance No. 1 of 1879 which confirms the leases granted under the Amalgamation ordinance of 1878.
15. The balance of the "Svens" cargo was brought down by the "Sparrow Hawk". The expenses in Montevideo have been very heavy, especially on the sulphur, a member of the packages are a great deal broken about.

16. The "Sparrow Hawk" made a very good Trip to Montevideo and back, being away 17 days. Captain Dyce's reply was to wait further instructions.

17. The Barque "Jessie" of Swansea was totally wrecked on a reef off New Year's Island. The Captain and part of crew reached the West Falklands in an open boat. The Mate and remainder of crew have not yet arrived. The ship and cargo were sold for £610. To Messrs. Dean & Sons.
18. The 'Falcon' arrived last night; she is a well-stored old ship to look at, but all's well on board.

19. Since writing the foregoing Dr. Watts has applied for his deposit and therefore have given Capt. Dixon an order on Montevideo for £100 this increases my drafts but it cannot be avoided.

I am, Sir,

Your obedient Servant

J. Langdon
Acting for H. Cobb
Cott. Manager

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Enclousures

Dra. No. 771.
Stanley East. Book & Divethers May & June
7th Jull 1st July, Wages May & June
9th Palm's week & Bottomly Bond

Rutlandshire's acct.
Letter for Illis & for
List of Wages & salaries of employees in Camp
Statement on acct.
Cargo for Falcon.
Mary Lester,

Ordinance No. 1879.
1st No. 330 for £100
2nd 635 £296. 5. 6

Nipping Report
Instant,

Cargo damaged.
E. J. Directors
To. Cobb
24th August 9

Sir,

Your obedient servant,

F. Coleman
Secretary

London.
SIR,

I have the honour to acknowledge your letter of this day's date containing proposals for insurance of certain buildings and Household Goods and accept the same on behalf of the North British and Mercantile Insurance Company of London. The policies will be sent per return mail.

I shall have pleasure in forwarding a copy of your letter to the said Company.

I have the honour to be,

SIR,

Your obedient servant,

FREDERICK SCOTT
Agent

F. W. Collins Esq.

A.C. Colonial Sec.
Mr. W. Burt, Esq.

24th August 1879

Sir,

I have the honour to acknowledge your letter of this day's date respecting certain buildings which His Excellency the Governor would propose to insure at a lower premium were accepted, and beg to inform you that a copy of the same shall be forwarded this mail to the North British and Mercantile Insurance Company. Should they decide on a lower premium, I would accept on their behalf proposals as near your list.

As from the honourable

Mr. W. Burt, Esq.

Your obedient servant,

[Signature]

[Address]
Sir,

The Black Nauh arrived on the 10th inst. bringing the duplicate of your despatch No. 344 and originals Nos. 342 and 343.

1. 344 Par 5. I sent you last mail a list of horses which arrived in a damaged condition, and Mr. Humphrey informed you the amount charged on account of average.

2. Par 6. According to instructions from Messrs. Howard & Co., Capt. Dyer reluctantly transferred his business to Messrs. Dean & Sons, he intends before selling to await the arrival of next mail. I enclose bill of exchange for his account.

4. Par 6. I have pushed matters along as fast as possible.

F. Coleman Esq.
Secretary

London.
but owing to the long passages of these vessels it was quite impossible to send Bills of Lading by this sail. The Falcon left this harbor on 1st inst but owing to her being such an unhandy craft she only left Port William on 13th inst. The Mary Lester commenced loading on 8th inst, you may depend on my using every endeavour to get them off as soon as 3 can.

5 Parq. In shipping do not cut the draught beer dam. The 20 hogs were sold along before arrival.

6 Parq. I note what you say respecting the Sparrow Hawk. The Flour is reasonable in Monk Water and Maize will not be required for a long time.

7 Parq. I forwarded the
days at Marys Creek. This arrived in splendid condition to the 7th Army those per Falcon to Bosun, I will inform all. Clay of all this suggested the first opportunity.

2 Par. The Governor I am told proposed to Captain Dixon to endeavour to get a Steamer, and he would get him a subsidy. I give this for what it is worth. Those in authority know nothing about such a proposal.

9 Par. 3 fear some Produce will be shut out if so shall forward it. I hope next mail.

10 Par. 4 Thanks the Directors very much for this paragraph and will not fail to make it known to those whom it concerns.

11 Par. I would suggest
that Mr. Humphreys be kept in ignorance of the meaning of our telegrams. I understand
he informed Mr. Dean about the Dennis Monckitt which he ought not to have done
and doubtless had been cognizant to the meaning of "Fraternally
not beyond 300" would have told
him that also.
12 Par 8. I am sorry to
hear of Captain Dyers illness and
hope he will soon recover, for
the Company would lose a
good servant in him.
13 548 Par 2. Should I
have occasion to take bottomy
this shall be attended to, but
should not this insurance be
included in the premiums?
A Master would no doubt object
to pay insurance for our own
protection. When you insure are the Company safe supposing the vessel should put into another port and there execute another bond, or for total loss only.

14. I regret to inform you that Littlefield the Cooper died on the 14th July; it being absolutely necessary to replace him alone I engaged T. Sling Temporary at $10 per month. He is willing to engage as cooper permanently at the same wages as the late man. I thought it better not to do so until I could hear Mr. Cobb's wishes, he is quite competent, but a house would have to be put up for his family at Goose Green, should you decide on engaging him it would save
passage money and I really think the cooper should be married, a single man will never stand the monotony long. John Campbell is out of his mind and will have to be sent home per Falcón, he was found wandering about Lapan with a loaded revolver intent on suicide. I enclose the address of Mittlescheidt's brother.

15. Enclosed are letters from Patterson respecting his son; please inform me if it was awarded that there to be sent out free.

16. I communicated the Directors decision to Mrs. Molay. They have given me all the trouble they could to get possession of the house, and finally I had to get an ejectment warrant, even then he would not give up the key unless I signed a receipt, which as near as I remember
was to the effect that he still held the house in virtue of his agreement, which according to his account is still in force, of course I declined and the door was forced by the chief constable.

17. The mail only arrived last Sunday afternoon, on Monday it blew a gale all day so strong that discharging was out of the question; I found it quite impossible to get the Black Naun Hallast and ready for sea by Thursday. His excellency the governor kindly allowed the mail to be postponed until today.

18. Should a Mr. Hawkins apply for a passage per Viceroy of Bray, the Rev. Mr. Forde will pay his passage here.

Yours obediently,
F. Lanyon Clon
and J. H. G. Scott
Enclosures

Dept. No. 273
Get the ledger balance June
Cash book July
2nd ex. No. 530 854.00 for 1209.4.1
Camp Wages June
Oda Maria's account
Scriba's account
1st ex. No. 542 for 290.2.6
1st. 543 211.7.0
1st. 544 100.6.0
Note: New Bond 993.10.0
Cay to Directors 11 Aug.
Mr. Coleman &
Shipping Report
Landing certificate
Patterson's Letters
Milled to address
Order for Shoes
Statement on accounts
10th Augst 9

Sir,

I have the honour to inform you that His Company's schooner Sparrow Hawk's Captain Campbell with sail, weather permitting, on Thursday next, for Sandy Point, calling at Beaver Island.

Should His Excellency, the Governor, desire to send a mail by this route, I shall have great pleasure in conveying the same by her.

I have the honour to be, Sir,

Your obedient servant,

J. Langdon
Acting for Ft. C. Cot
Col. Adjutant

J. W. Collins Enr.
Acting Col. Secretary
Sir,

I last wrote you pur Black Haws on 15th inst duplicate enclosed.

2. Having nothing for the Sparrow Haws to do just now, I have allowed Capt. Campbell to make a Trip to Sandy Point, he is to bring back a full cargo of posts, which I have agreed to make of him at Walter Creek. Mr. Clay informs me he cannot go on with the spring work with less than 8,000 posts.

3. Enclosed you will find Bill of Lading for the Noodles on board Mary Lesko. I hope to get her away next week.

F. Coleman Esq.
Secretary

London
last year the mill not carry more than 500 bales West, the Funeral
reached Darwin Harbour on 15th
Dec.

Sir,

Your most obedient,

E. Langdon
Acting for T. & Co.
Cotton Manager.

Enclosures

Trip No. 273
Trip No. 274
Eda Maria's Bill of Lading £293 12s
2nd Trip No. 542, 382 for 1401. 12s
Bill of Lading for Hides
Sir,

This vessel being ready for sea to have the pleasure to enclose her Bills of Lading, Manifest and account, she stores more than I anticipated. The Falcón I understand is doing very well at Darwin, when she returns every effort shall be used to get her away from there.

3 o'clock, Sir.

Your obedient Servt.

J. Langdon
Act. for the Coll
Coll. Manager

Enclosures

Date No. 375
Manifest
3 Bill of Lading
Wool Weights
Mary Souter's Trunk 120 5 7
<table>
<thead>
<tr>
<th>Marks</th>
<th>Goods</th>
<th>Shipment</th>
<th>Consignees</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
<td>175 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J.B.</td>
<td>250 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.B.</td>
<td>150 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J.B.</td>
<td>150 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V</td>
<td>50 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U</td>
<td>50 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.B.</td>
<td>50 Selkirk &amp;c.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Falkland Islands Co.

Stanza 29th August 1879

J. Landen
Act. G. W. Scott

Collect.
Falcon

25th Septr. 9.

SIR,

This vessel being at last ready for sea I have the pleasure to forward her Manifest and Bills of Lading, she carries a very good cargo and 2 Shepherds for whose passages I have agreed to pay £10 each.

I am, Sir,

Your obedient Servant

J. Langdon

F. Coleman by Acting for T. Lloyd

Secretary

Cold Munsage

London.

Enclosures

Manifest

410 Lading Falcon
Falcon's acct. £53.4.6
210 Lading Mary Lester

Statement on Mr.
F. Heron's Certificate to Campbell
Deed of scr ann
# Manifest of Cargo

Shipped on board the Falcon, Duke, Masters Falkland Islands for London.

<table>
<thead>
<tr>
<th>Marks</th>
<th>Goods</th>
<th>Shipper</th>
<th>Consignee</th>
</tr>
</thead>
<tbody>
<tr>
<td>D.P.</td>
<td>17 bales Wood</td>
<td>Falkland Hotel, Falkland Hotel</td>
<td></td>
</tr>
<tr>
<td>N.A.</td>
<td>42 t°</td>
<td>B. Waillon</td>
<td></td>
</tr>
<tr>
<td>A.B.</td>
<td>16 t°</td>
<td>B. Waillon</td>
<td></td>
</tr>
<tr>
<td>V</td>
<td>1 t°</td>
<td>A. Waillon</td>
<td></td>
</tr>
<tr>
<td>H.E.C.</td>
<td>165 t°</td>
<td>A. Cott</td>
<td></td>
</tr>
<tr>
<td>H.B.</td>
<td>90 t°</td>
<td>Holmest in Blake</td>
<td></td>
</tr>
<tr>
<td>J.H.W</td>
<td>22 t°</td>
<td>J. Waldron &amp; J. Waldron</td>
<td></td>
</tr>
<tr>
<td>75</td>
<td>100</td>
<td>Tichney &amp; W. Tichney</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 bales</td>
<td>Falkland Hotel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 bales</td>
<td>Falkland Hotel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>364</td>
<td>Falkland Hotel</td>
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<td></td>
<td>20 bales</td>
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<td>600</td>
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<td></td>
<td>714</td>
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<td>20</td>
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<td>100</td>
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<tr>
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<td>1000</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>1000</td>
<td>Falkland Hotel</td>
<td></td>
</tr>
</tbody>
</table>

**Stanley 25 Sept. 1879**

**London**

Capt. F. C. Cobb

Cot. Manager F. C. Cobb

2 small boxes shoes & Wolz 3 small boxes

*Paid for*
21st

Black Hawk

Sir,

The Black Hawk arrived

on the 21st ultimo bringing your
despatch No. 54.

2. No. 54, 2. The insertion
of Goose Green in the shaker parties
no doubt adds to the freight without
an equivalent advantage on this
side, Goose Green being in Darwin
Harbour. The latter is sufficient, it
being an easy matter to get a
Captain to move his vessel for
our convenience; having to send
the Falcon to Goose Green with
coal I had no necessity to send
Mary Lester at all.

3. Par 6. The Dennis Burdick
was sold on 21st inst. by Public Auction.

Fr. Coleman Esq.

Secretary

London.
Messrs. Dean being the purchasers at £355, they intend setting her out. Captain Dyer having no instructions respecting Telegram No. 114 and reply hesitated at having them included in his account; I therefore gave him a guarantee that the Directors would hold him harmless in respect of the same - viz. £19.0.0.

4. Par. 6. It was known that sometimes policies were in dispute, but Captain Dyer said it was better not to mention it on Bill of lading. When a dispute is known the lightness of the endeavour to rob the numbers in dispute, and being our own vessel commanded by a man in whom every confidence could be placed, it was not entered on Bill of lading.

5. Par. 1. Should occasion arise to take another bottom no bond, Mr. Wilson's suggestions will be
attended to.

6 Par. 9. The Auditor's instructions to hand and shall have my careful attention.

7. The Falcon sailed on 26th ult. with a full cargo. The remainder of the Produce is now shipped in 12 bales Wool & 19 bales sheepskin. You will perceive that the Wool weight book shows 904 bales. This is incorrect owing to W.C. bales No. 61, 164, 176, 174 having been dropped overboard alongside Sparrow Hawk and were taken on shore, dried and respersed, when the weights being different they were remeasured, thus making the Walker Creek bales appear as 205 instead of 199. Cash No. 316 of Sallow is kept at Goose Green to make candles for next season. Capt. Burt suggested that it would be profitable to have half
pipes as well as pipes for the shallow
which could be used in place of
ballast for broken stowage. Thus
enabling a vessel to take more cargo
it would be well for you to take
his opinion on this matter.

3. The Black Swan experienced
very bad weather last voyage, doing
considerable damage, which had to
be repaired in Montevideo. Captain
Dixon informs me that he sent
your full particulars and accounts
certified to by H.M. Consul.

9. It is rumoured here that
a German line of steamers are
likely to take the mail contract.
I understand Messrs. Dean are getting
out two steam launches, in which
case, we shall be quite in the
background and stand no chance
whatever with shipping.
10. Again I am reluctantly compelled to exceed my instructions.

Mr. C. Williams having received no response to my recent letter, required me to settle the amount due to him. I therefore enclosed a check.

I then requested to put off as long as possible, giving draft for the largest portion of the amount due, enclosing a check for 1,000 in Bird's name.

He informs me that it will not be presented until February next and perhaps till later in the year. This is limited to 1,000 in Bird's name.

I am obliged to ask Mr. Humphreys to cash an order for 500 being wages due one of our companies.

Mr. Clay informs me he was aware that West was going to write about them and that Brailsford was going to do Rehunen.
Mr. Douglas goes this mail he travels 1st class for Black Hawk. Raying for the extra accommodation, he also asks a yarn about the overseers, in listening to these men a large amount must be deducted for arrogance at their not being made overseers themselves. Mr. Clay had to give Mr. Pherson notice to leave, he will be a good hindrance being almost useless except in his own house.

I am, Sir,

Your obedient servant

J. Langdon
Enclosures

Drp. No. 276, 277
3 Br. Mary Lester
1. Falcon
1. Black Hawk
Stanley for July & Aug
1. Book & Vouchers Aug & Sep
Wiliams acc'd
Order for Books for John King
Dennis Andrews acc'd
Letter Stichney Waldron
Guarantee to Capt. Must the West
Statement on accounts
Pearson's receipt in lieu of Passage
Black Hawk's voyage
$1,000 N. 526 for $800
1st. 547. $20. 0. 0
Clay to Directors N. 20
Dr. Coleman
Shipping report
Indent
2 receipts for Falcon for collection.
Sir,

I beg to inform Your Excellency that by this opportunity I forward the following distressed persons on behalf of the German Government to your care:

1. Alexander Schulze
2. Louise
3. Max Reimiche
4. Sir Soharum
5. W. Waterman
6. J. H. M. Munnin
7. W. Anderson
8. G. K. Olsen

I am, Sir,

Your Excellency's obedient Servant,

The Consul for the German Empire

F. H. Cott

Santiago Montevideo
Sir,

I have the honour to inform Your Highness that the barque Christine belonging to Messrs. Neeck & Boys of Bremen was totally lost on the 18th ultimo when making this port, all the crew were saved but lost the whole of their effects. I immediately rendered them assistance and enclose all the vouchers amounting £165 13s 10d to £165 2s 3d as well as copy of evidence respecting the casualty, list of crew, and now disposed.

His Highness
The Chancellor

The German Empire
8° 8° 8°
Berlin
I cordially request that Your Highness will at your convenience cause my disbursements to be repaid to my account with the South Sea Islands Company of No. Gracechurch St London.

I have the honour to be,

Sir,

Your Highness’s

Obedient & humble Servant

Mr. Th. Cobb

Consul

Sincerely

Enclosures

Account with vouchers
Copy of Evidence
List of Crew
Disposal of Crew
Anchovy account
Account of Disbursements on

Acque 'Christine' own

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Clothing to crew</td>
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<tr>
<td>2</td>
<td>Lodging of crew</td>
<td>58 2</td>
</tr>
<tr>
<td>3</td>
<td>Captains' stowage</td>
<td>16 5 9</td>
</tr>
<tr>
<td>4</td>
<td>Passages to Montevideo</td>
<td>33 2</td>
</tr>
<tr>
<td>5</td>
<td>San Francisco</td>
<td>16 2</td>
</tr>
<tr>
<td>6</td>
<td>Salvage of articles saved</td>
<td>5 5 6</td>
</tr>
<tr>
<td></td>
<td>Annual interest of the fund</td>
<td>13 11</td>
</tr>
</tbody>
</table>

£194 6 9

To Balance due Consul £165 12

F. C. Scott
Consul

J. Longdon

behalf of Shipwrecked persons

by Bock & Boyes of Bremen

By Proceeds of Auction £194 6 9
Balance due F. Longdon £165 12 3
<table>
<thead>
<tr>
<th>Item Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sis GbUt's clothes to wear</td>
<td>10 2 6</td>
</tr>
<tr>
<td>Lodging of crew</td>
<td>58 2</td>
</tr>
<tr>
<td>B. Captin. 5/14 Schutz</td>
<td>16 5 9</td>
</tr>
<tr>
<td>Passage to Havard</td>
<td>55 5 3</td>
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<tr>
<td>44 to San Francisco</td>
<td>16 5 9</td>
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<tr>
<td>Salvage 50% on Proceed</td>
<td>5 5 6</td>
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<tr>
<td>Interest 17/2% on £182 3 5</td>
<td>11 8 5</td>
</tr>
<tr>
<td><strong>£192 3 9</strong></td>
<td></td>
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</table>

To Balance due Consul | £183 9 3

Fr. &. 10th
Imperial Consul
J. Langdon.
Black Hawk

26th Nov. 9.

Sir,

Your despatch No. 546 and duplicate of No. 545 arrived per Black Hawk on 9th inst.

2. No. 545. 7. This money arrived safely, but as I had taken £200 of Mr. C. Williams on deposit, free of interest, I let Messrs. Dean have £500 for which I enclose their draft. Mr. Webb will no doubt have explained how frequently we run out of money.

3. Par. Every care shall be taken of these Hams on their arrival. I hope you are sending a good stock of extra provender, as they are to be kept as you say in a paddock.

I have to inform you

F. Coleman Esq.
Secretary.

London.
That the 'Sparrow Hawk' is reported to have been driven on shore on 17th Sept, but you doubtless know more about this occurrence than I do at present. I hope Capt. Campbell sent you all the necessary papers, it is most unfortunate M. Clay being sadly in want of posts.

5. On the 18th ult. the German barque Christine was totally lost on the Wolf Rocks. I have asked His Highness the Chancellor of the German Empire to pay you the sum of £103.9.0 being balance of account for assistance rendered her crew, 14 persons were saved in a small boat.

6. The 'Star of Peace' is now discharging into Egeria for repairs her draft (about 21,000) will be on Messrs. Price, Summer & Co., Melbourne (Victoria), who will be requested by Capt. Webster to make it
payable in England. It would be well to get their agency, they are the proprietors of Malden Island and constantly shipping guns.

J. M. May is on Great Island. His last letter informed me as follows: "That everything is going on well and as far as we have gone with land cutting that it is a very good lambing." It has been a splendid time for lambing and reports from all parts of the Islands are of a good crop of lambs.

J. The Governor informed me yesterday that he is authorized to allow the Company to purchase a large portion of Sections 46 & 8, but having informed W. Cott the day before he left what he had proposed to the Colonial Office, which is now sanctioned he will wait his return to carry
it now, he is also instructed in no account to recognize the lease granted by Mr. Bailey, which are invalid owing to their being renewed without the sanction of the Executive Council being first obtained; This refers to 1749, he mentioned a reserve of 2000 acres on one section, but wound up by saying he expected you knew all about it.

9 Mr. A. Baillie of Speedwell Island died on the 4th Oct. by this mail I have written his Father, who by his will is entitled to his property, so arrange with you respecting the Speedwell Estate as per enclosed copy of letter, the balance due the Company being £786. 2. 10

10 The following particulars
respecting the dogs ex Falcon and 
Mary Lester I have received from 
Mr. Clay viz.
No. 1. Fly given to D. Glendinning is 
of very little account.
No. 2. Bipp given to Patterson is of so 
little use he won't let his 
follow him.
No. 3 "Toss" sold W. Dougan at 2. 12. 0
No. 4 "Clyde" sold Joel Patterson. 3. 10. 0
No. 5 "Ross" given W. Armstrong is a fair 
working dog at hand.
No. 6 "Miss" W. Clay
No. 7 "Meg" still unsold - Fair bitch
No. 8 "Duch" sold W. Milne 2. 10. 0
No. 9 "Jake" still unsold
No. 10 "Blen" given Joel Rae a young dog 
I seem to have had very little 
work
No. 11 "Lassie" sold Joel at 50.

I am, Sir,

Your obedient servant

A. Langdon

Acting for F. C. Cox

Coil Manager
Enclosures

Dept. No. 240
2 Statements on accounts
1 Pledging
Copy Letter to L. Baillon
1st. No. 551 for £55.13.11 Sailors wages
1st. No. 551 for 20.13.0
1st. 352. 500.0.0
2nd. 666/7
Camp Wages 30 Sep
Shipping report.
Account for Dave.
Mandy Wages 30 Sept
Sea Witch

20th Decr. 9.

Sir,

I take this opportunity to forward duplicates of my last.
2. Mr. Clay reports that the sheep are clipping well and the wool to have been made, I forward a copy of your guidance, which you will have no difficulty in carrying out.
4. The Vicar of Bray is evidently making a long passage.

I am, Sir,

Your obedient servant,

F. Coleman
Secretary,

London.

Encl. No. 279
1st No. 553 for £30. 19. 3
2nd... 951, 551, 552
Stanley's Account Books Nov.
3rd... J. H. Colbott
Pilot regulations
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Quantity</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>24/7/63</td>
<td>24 1/2 dozen Sherry ungalets</td>
<td>1</td>
<td>2.00</td>
</tr>
<tr>
<td></td>
<td>24/7/63</td>
<td>6</td>
<td>10.00</td>
</tr>
<tr>
<td></td>
<td>26/7/63</td>
<td>5</td>
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<tr>
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<td>11/8/63</td>
<td>1</td>
<td>2.00</td>
</tr>
</tbody>
</table>

**Total**: £46.2

**26th December 79**

J. Langdon

S. Langdon - Hanley

Agents for

Importers
In my opinion of our dispatches we arrived for three months five days, and one day after the capture of the U.S. S. New England. I had a very unpleasant passage of 17 days from a wreck site being made, and being in a gale for about a week, during which we crossed three ships, and were rescued by a rescue ship, the Baltimore, and returning the damage.

The account of damages to the ship was made of July 7th, but appeared on an order from without an explanation of the cause of the shipwreck, as the company, as usual, having no record of the case, being left on notice, sent to his lordship, and he said that,

C. Coleman, Jr.
Secretary, London.
a money had not been settled, but
he supposed you would have no
difficulty in getting the same
already paid from the underwriters.
A statement of the amount is
instead.

I say, the agent is
secretly wanted for the carriage
enough, temporarily has been unable
to attend to the castle for some time
through illness.


Requiring the most unfortunate
ties of the Grammar School, I found
that Mr. Bryan of Sandy Point
Steeple, agent, both upon himself
to receive the proceeds of sale for
remittance to Steeple and did not
allow Capt. Campbell to deduct his
expenses there (a portion at least
of which are chargeable to the under-
writers), but made him sign a bill
for them on the Directors which
bill he has since endorsed over
to Capt. Hansen. I saw wicked is
take up this bill here but declined and hope the Directors will look into the matter before accepting. An agent for all concerned Captain Campbell should have had the disposal of the proceeds which he should have remitted to you after paying allacknowledgments. I learnt to my search the report I heard in Atlantic City were exaggerated and that Captain Campbell did right in selling. We hope you will find indented, drop by go and there are also a mediocrity sent and boat to be accounted for. Campbell informs me that he has sent you all papers I have blamed him for selling the chronometer which he bought himself for 80, and sold it raffled in Atlantic City for 20. She went to Sandy Point at Campbell's expense, he paying 12 50 per day until they found provisions, he took a vessel in Funchal Island and was to have landed part of Nelson Creek at Bristol.
The Governor informs me that the Black Hawk Office will not agree with Col. Cinn. and he read me a portion of a despatch ordering him to if necessary to send an ordinance rendering it. I was not able to send the mail at 1 p.m. letter and said that if I despatched the Black Hawk for Montana later he must insist upon my halting the mail on those terms. This seems a high handed proceeding but I am not in a position to judge as to his legality. and I therefore feel obliged to accept the alternative my terms on the old terms for one mail order. It appears to me that the Government think we want to retain the service and can play with us as I feel bound to suggest that I should be instructed not to lend her up again until further orders and let them do the best they can. The Governor says that he looks forward to having them here this year but cannot discount
cannot connote the name of the bill with which the Government are in treaty, but are however now in a position to offer these guarantees for them. The Colonies being at last clear of debt. I doubt if this will bring any time benefit, there is also a guarantee of peace, and the course his Excellency takes, shippers into his confidence will perhaps be the better. I have to send away on the 14th to meet the clause you will be shipping the 24th instant, but if you receive this in time and the Directors consider it advisable not to send up on the old terms, on the 20th April there being no cargo to meet that month, you will please teletype the wood stop before 20th January, and I shall be glad to employ her here in the busy season. And the 15th May you can instruct me by letter. The Gouverneur will charge the French or other vessels in all probability so that the Directors need not fear being without a vessel
The action was dismissed with three
from days to spare. We were obliged
be removed to Canton after hearing
the latter to take in wood from the

We wrote to the late governor
that he had failed to
the action subscribed to his agreement
upon which he was discharged
indispensably of his setting which
was afterwards discovered

The only purpose being to
cannot go into the land purchase
question the much and possibly
may have to leave it until I feel
an opportunity will occupy all my
attention for some time.

The mail has been
delayed in order to keep up the
true of the design made of Kitti
lately worked on Bath Point.

The tackle and other
the accounts will probably prevent
us reaching the town for a month.
I am writing to point all well but t
11. Enclosed you will
find two of Capt. Dixon's provision
bills, with correspondence on the
subject. I have spoken to Mr. Smith
about the extravagance on board the Black Hawk, and
shall be glad if you will examine
the items and write Capt. Dixon
the Directors' opinion; perhaps the
charges may be of a kind usually
to sanctioned by shipowners in a
foreign port, in which case there
is no more to be said.

12. The ship has nearly
discharged, and has apparently
done her cargo out in fair con-
The ship should have for services in ten days or a fortnight. There are over 200 hides for her, and the rest of the cargo will consist of the usual number of bales of wool and sheepskins. The three vessels arrived safely, and will be forwarded to Panama by first opportunity. All fields are also in good order. I can send no report on the cargo, which, with the exception, will not be opened until after headwashing, but may mention that Voyp, polished furniture piece, with hardly an exception, is damaged through being packed in concertin and not being tied, that she whole has to be re-polished, and that the carpets and disgracefully made. Everyone has the attend.

The Captain of the Chagri Sea remains, hoping to arrange to save a portion of his cargo, as well as gear and provisions. The ship has a hole in the bottom.

Signs:
- J. M. C. P. R.
- C. W. A.
Enclosures

Depl. No. 2020
Stanley Cash Book & Voucherd For
Landing Certificate
Statement damaged cargo
on sale of Spanwell Bank
Statement of Average re Treas
Allday's agreement
Receipt for Allan's letter
Allan As Coleman
London
1st Dec for £16. 5. 4 (Johnson)
60. 16. 6 (Germans)
2nd No. 533 for £30. 19. 3
Shipping Re quest
Statement on account
Chas H. D. & Co.
181. 6. 6 for £65. 0. 0
Correspondence re bill & Hankinson
Tahiti Islands, Oct.
Stanley, 10th January, 1880.

Sir,

They have now informed me that I am instructed to despatch the Black Hawk to meet the steamer of Oct. 30 and land 30 from Southampton; and am prepared, as agreed, to carry a mail to and from MonteVIDEO upon this occasion, on the terms of the expired contract.

I have the honour to be,

Your obedient servant,

[Signature]
Manager.

[Signature]
Acting Colonial Secretary
Stanley.
<table>
<thead>
<tr>
<th>Date</th>
<th>Item Description</th>
<th>Quantity</th>
<th>Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1833/52</td>
<td>20 gal Whiskey</td>
<td>20</td>
<td>0.10</td>
<td>20.00</td>
</tr>
<tr>
<td>1833/49</td>
<td>10 -</td>
<td></td>
<td>0.10</td>
<td>10.00</td>
</tr>
<tr>
<td>1833/47</td>
<td>15 -</td>
<td></td>
<td>0.10</td>
<td>15.00</td>
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<tr>
<td>1833/46</td>
<td>5 bushels Rum = 100 gal</td>
<td>17</td>
<td>5.00</td>
<td>85.00</td>
</tr>
<tr>
<td>1833/45</td>
<td>2 1/2 bushels Ale = 632 gal</td>
<td>5.00</td>
<td>26.60</td>
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</tr>
<tr>
<td>1833/43</td>
<td>25 gal Whiskey</td>
<td>25</td>
<td>0.10</td>
<td>25.00</td>
</tr>
<tr>
<td>1833/42</td>
<td>25 -</td>
<td></td>
<td>0.10</td>
<td>25.00</td>
</tr>
<tr>
<td>1833/40</td>
<td>12 - Brandy</td>
<td>12</td>
<td>0.10</td>
<td>12.00</td>
</tr>
<tr>
<td>1833/39</td>
<td>25 gal Whiskey</td>
<td>25</td>
<td>0.10</td>
<td>25.00</td>
</tr>
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</table>

Less deficiency on other side 10.5 0.0

185 0.0

Twelfth, Feb 20

[Signatures]
<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
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<tbody>
<tr>
<td>1831</td>
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</tr>
<tr>
<td>1832</td>
<td>1</td>
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<tr>
<td>1833</td>
<td>1</td>
</tr>
<tr>
<td>1834</td>
<td>1</td>
</tr>
<tr>
<td>1835</td>
<td>2</td>
</tr>
</tbody>
</table>

Total: 7

*Note: The text is not fully legible, but it appears to be a record of some sort.*