

Consulate of Chile.
 Port Stanley.
 5th Jan'y. 1871.

Sir.

I have received your letter of this day's date, and in reply have to inform you that, if upon application to His Excellency the Governor you find that you cannot obtain assistance from the Colonial Government, I am prepared to provide a passage for you to Valparaiso at an early date, notwithstanding your inability to prove yourself a native of Chile.

I am, Sir.

your obedient servant

Sebastián.

Consul in Port Stanley
 for the Republic of Chile.

Dr. Bernardo A. Roca.
 Stanley;

Consulate of the
North German Confederation
Port Stanley, 9th Jan'y.
1871.

Sir.

The "Speedwell" having
now returned and being
likely to leave soon, I am
prepared upon your requisition
to ask the Commander to
hold an inquiry into the
loss of your vessel.

Not having heard
anything from you on the
subject lately, I can of course
take no steps in this matter
without your concurrence; but
I may say that I think the
present an opportunity of
investigating the occurrence
which it is not desirable to
lose. I am, Sir,

Yours obedient servant

Heard E. Coob.

Consul for the

North German Confederation
Agent for Lloyd's.

Capt. R. Voelke.

of late schooner
Tampyr.

Stanley, Falkland Isls.
10th Jan'y. 1871.

Sir.

The master, mate, and
three of the crew of the North
German schooner Tampy
being detained here, I have
the honour to ask if you
can oblige me by conveying
them as far as Montevideo
on their way homewards.

The continuance of the war will
prevent their taking passage
on board the only North
German vessel in the harbour.

I have the honour to be,
Sir,

Your most obedient
humble servant
Edw. L. Coo.

Agent for the
North German Lloyd.

Commander

J. P. Jones Parry.

Capt. Speerswell.

100.

Jerpaleon.

10th Jan'y. 1.

Sir.

The Foam delivered the mail of 9th Dec. ^{too} late last night, and this vessel which has been waiting, in hopes of getting Balcarny's cargo, is now off.

H.M.S. Speedwell leaves on the 17th with the mail, and I send a few items hurriedly by this chance, intending to answer

letters by mail - The Jerpaleon goes to Rio or Montevideo I do not know which.

2. The North German Schooner Tampyr lately here, was totally wrecked in Ross Bay, Laponia on 4th Dec. She had struck some rock near Bull point and had been run ashore to save the lives of the crew. She was bound to Gray-a-guil with a general cargo from London, loaded by Anderson Anderson & Co. She proceeded

J. Coleman, Esq.

Secretary,

London.

with reference to this wreck will,
 I hope, be satisfactory, for I
 have had nearly the whole
 affair in my own hands. I
 was at Darwin Harbour on the
 8th Dec. when the mate & 2
 sailors walked in from Torr
 Bay. I sent them back
 again, and the Speedwell
 coming up next day, applied
 for and obtained her services,
 arranged for salvage at the
 rate of 33 1/3 %, and went to Torr
 Bay in the Speedwell on Monday
 12th. The sailors worked hard,
 and a large portion of the
 cargo was delivered in Stanley
 in 3 trips, viz: on the 14th,
 17th, & 23rd Dec. The cargo was
 stored here, and Captain
 Sealer and I surveyed it,
 condemning a large portion
 which had been under water.
 Sales by auction have taken
 place which have realized
 over £1000, and a small
 portion of undamaged cargo
 we intend to ship somewhere
 where the market will be better
 than here. No vessel but

the Spedwell has been concerned
 in the salvage excepting the
 Perseverance, whose share of
 salvage exceeds to 500 dollars.
 though the accounts have not
 been made up. There being
 no chance of getting more cargo
 without considerable labour
 it was considered desirable to
 sell the vessel, and I bought
 her for \$165, both because I
 wanted wood for kagoris, and
 because I did not care about
 having loafers on our land.
 I sent the Perseverance away
 at once, and cargo of consid-
 erable value has been already
 recovered by cutting up the
 decks. A singular stroke of
 good fortune has since hap-
 pened in the appearance of
 a masked schooner on 5th inst
 - Victor of Wick - with main-
 mast gone, and a feat per-
 formed such as our excellent
 servant, John Campbell, of all
~~men~~ in the Islands alone seems
 capable of performing. I sent
 my younger brother straight
 away at 7.30 a.m. on the 5th.

and he arrived at Ross Bay on the 6th with a letter asking Campbell if he could get the mast out and bring it to Shaw. Bay. Early on the 9th the Perseverance was sighted towing the mast astern, and in the evening she anchored off the jetty, having towed the mast, 70 feet long (she being only 57 feet) all the way from Ross Bay, and beaten up Port Williams in the teeth of a gale of wind. Captains Sealie and Parry R.N. were not believe that the mast could be brought in at all under the circumstances, and the latter came down especially to congratulate Campbell on his achievement.

I have sold the mast for £70, and the cargo of which the Perseverance is full will more than pay the remaining cost of the work, leaving plenty more to be got. Fortunately throughout this matter I have had the advice and obtained the approval of Captain Sealie. Enclosure

list of cargo saved, which will be interesting to those concerned in the event of this reaching before the mail.

3. Shearing is progressing favourably, though the bad weather prevents our making great headway.

4. Have discharged Mr. Hurst for habitual drunkenness, and shall probably send him home per Mitchell. Have engaged Cameron as storekeeper, and, as he is anxious to have a younger brother out for D. H. store, have promised to recommend him, Cameron being a very steady respectable man.

5. With regard to finance shall send by mail Harry Hill for about £200, and the Marshalls' account amounting to over £700.

6. Captain Cauman of the *Picar of King* is dead, and that vessel and the *Shelburne*

both wait for orders, to
which I hope you have
attended. The Pelham
is taking the pelum's cargo
to Dunkirk. Captain
Gardner is acquainted with
you, the ship being Mr. Satcham's.

The Kerry Bath of Swansea
is consigned to the Company
for repair, and I have taken
up her 70 tons house coal
@ 44/6. a large part already
sold in box. Nearly 4000
hides are already collected
for the Elizabeth about
which I should have known
nothing had you not been
good enough to write over
your hand. Our mail ser-
vice has broken down com-
pletely - I believe the Foam
goes again in March or April!
The Government muddle everything,
and the Governor, who is a
weak man is in the hands of
bad advisers. This short sum-
mer is all I have time to give

by this week. Dear Sir,
Yours obedient servant,
Edw. C. P. O. O.
Colonial Manager

3 lists of cargo.
Must be delivered
by 1st. 10. 99.

Port Stanley, Falkland Isl^{ds}
12th January, 1871.

We the undersigned hereby certify that we have carefully and minutely surveyed the cargo in wrecked schooner Tampyr, saved and brought to Stanley by J.M.S. Speedwell. The result of this survey has been to prove that nearly the whole of the cargo has been under water, and that the portion undamaged is not sufficiently large to warrant the expense of forwarding it to its destination. We therefore recommend that the following be sold by public auction:— (1) all damaged cargo of a perishable nature, (2) all goods which are likely to realize their fair market value in this port. And we further recommend that goods which are unsalable here be shipped to Valparaiso by an early opportunity, there to be realized for the benefit of whom it may concern.

On the other side we append a list of the cargo saved, distinguishing that which we consider it advisable to forward.

Signed Seal Cove
Agent for Ship.

Signed Seal Cove
Salvage Agent
Ship.

To be sold.

Quantities	Packages	Contents	Marks	No.
13	Bales	Copper bags	E. H. e	undry
2		Coloured blankets	W. G. C	13. 5. 16
1		Shirting	W. G. C	21. 3/3
2	Cases	Pianofortes	W. G. C	123
1			W. G. C	12
1			W. G. C	
30		Gins	J. M. H	
391		Alc	M. T. A. G. P. A. G. B. H	
27		Soap	S. P.	undry
9		Vinegar	W. G. C	6
13		Olives	"	5
4		Laundries	"	7 to 49
1		Pictures	M. A. L.	
1		Maps	M. C.	100
1		Mirrors	"	10
5		Furniture	"	1, 337
1		Caps	S. T. C.	9
15		Chemicals & sundries	"	undry
6		Small knives	W. G. C	"
15		Large	"	"
1		Upstools	"	53
2		Seaming cotton	"	87. 89
2		Polled meat	T. Manduit	4/2
29		Cilman's store & l.	C. A. M.	96 40
1		Lig. Ammonia	T. P.	190
2		Chemicals	B. & S.	undry
1		paraffin oil	L. L.	3
1		Blackware	J. P. A. C.	146
1		Cartridges & Caps	B. A.	579
7		Furniture	B. L.	3 4 10
11		Tube well apparatus	J. R. G.	1
1		Cotton	E. M. C.	1
27	Sacks	Salt	"	1
38		Post saddle	E. P.	
1	Box	Cartridges	T. T.	1
2		Tea	C. A. M.	1/2
2	Casks	Alc	"	23/2
32		Crockery	M. C.	16 40
1		Manufacture glass	W. G. C	415 53
1		Oil	S. M.	116
2		Sary circuit	"	
4	Flags	Cream balls	C. A. M.	575
2		Unknown	B. & S.	undry
9		Cream balls	B. & S.	59 4 22
16		How pots	"	
93	Casks	Alc	B. M. 52 M. C. W. G. C	30 4 41 1 30 16 27 16 29
1	bundle	Tube well apparatus	J. R. G.	—
12	Cases	Claret	Caplain's	
1		Lime juice	Private	

To be forwarded

Quantity	Package	Contents	Mark	Price
19	Bales	Doggee Bags	E Z	sumary
1	"	Shirting	NO + C R	91
244	Bales	Spin	MEY.	
197	Demijohns	Aniseed	S + C	
1	Case	phosphorus		
2	"	Sewing cotton	NO + C R	26. 00
1	"	Esks	L B	189
5	"	Acids	B + B	sumary
1	"	Contents unknown	C. J. Smith	
38		Pack saddles	L B	
2	Stamps	Furniture varnish	B M	
2	Crates	Hardware	ME	29. 00
24	"	Crockery	B	sumary
33	Drums	Oil on a serpentine	B + B	
6	"		MEY	
38	"		—	
1	"		S M	
7	"	Paint	B C	
60	Keys		B + B	
2	"	"	L L	
1	Case	Dog Chains	MEY	47
2	Keys	Cont. unknown	B + B	189/9

Stanley, Falkland Idls.
14th Jan'y. 1871.

Sir,

Referring to conversations
I have lately held with Capt.
Seales as your agent in the
matter of the "Pamper", I am
authorized by Capt. Seales
to offer you the sum of five
hundred pounds in cash, free
of all charges, as compensation
for salvage on cargo due to
H.M.S. "Speedwell".

Should this sum be
accepted, I propose, with your
approval to deposit it at once
with the Colonial Secretary.

I have the honour to be,
Sir,

Your obedient servant

Leah. Coo.

Agent for master of Wreck.

Commander J. P. Jones. Parry. R.N.

H.M.S. "Speedwell".

Stanley Harbour.

Port Stanley.
24th December, 1870.

In the matter of the wreck
of the North German Schooner
Tampyr, we the undersigned
are of opinion that if it is
determined that the ship be
sold, vessel and cargo should
be sold together in one lot.

Lea & Co.
Council for the North German Schooner
& Agent for Tampyr.

J. Seaman

J. M. A. Kaelke.

Master of Schooner Tampyr.

101.

H. M. S. Speedwell.

16th Jan'y. 1.

Sir.

I wrote by the perforce on the 10th inst. with news of the wreck of the Tampyr; and, as this matter has now been wound up, and inquiries may be made at the office by interested parties, I think it well, at the risk of repeating myself, to give you an account of the affair from beginning to end.

According to the account received of the accident, the Tampyr leaving this port on the 20th ~~December~~ November made little progress for a few days; but, getting a wind from N. W. she was passing between Bull Point and the Sea Lion Islands early on the morning of the 1st when she struck some unknown obstruction, there being no help or any danger marked on the chart. She commenced to

J. Coleman, Esq.
Secretary.
London.

make water

make water at once, and Cap-
 tain Folke heaved her to;
 but finding after some time
 that the leak was not serious
 he determined to continue
 the voyage. On the 2nd.
 there was a severe gale, in
 which the vessel was hove-
 to, - she shipped some seas
 and began to make water faster.
 On the 3rd it was determined
 to return to Stanley, and
 she was put about, and on
 the 4th which began with
 a strong gale from N.W. and
 shifted to S.W. her wheelhouse
 was knocked away by the
 sea, and something further
 started which caused the
 leak to gain upon the pumps.
 finding that they could not
 keep the pumps free and
 that the vessel was in
 imminent danger of foundering.
 her head was pointed for
 the land, and she went
 ashore on a very rocky beach
 in Ross Bay. a fine sandy
 beach being unfortunately a

few hundred yards too far
to windward to be reached.

On the 5th & 6th a party made
further attempts to find a
habitation, but on the 8th
one of our shepherds fell ill with
this and they arrived at Da-
win Harbour where I was waiting
for the Speedwell. After giving
them food & lodging for a night,
sent them back next morning
on horseback to Port Bay.

The Speedwell arrived in
the afternoon, and after due
consideration I applied through
the Governor for her assistance.
Getting word back on the
10th as to her actual position,
the Navigating Lieutenant was
despatched overland next day to
survey the spot, and on
his return we steamed round
early on the morning of the
12th. On arriving at the
reck Captain Parry and I
went on board at once, and
we arranged for salvage at the
rate of $\frac{1}{3}$ rd, and other terms

as per copy of agreement enclosed. The sailors then commenced working at once, and by next day the Speedwell's decks were completely loaded. She went to Seal Cove that night, and to Stanley next day, discharging the cargo before 10 p.m. A horse had been sent over for me, and I left for Danvers about an hour after the Speedwell had gone. I left some orders and continued my journey early next morning reaching home between 7 and 8.

The next morning (15th) the Speedwell left again, and returned on the 17th with another deck load, (being unable to put anything below.) On Tuesday I went down again in the Speedwell, and arrived at New Bay on Wednesday morning (21st) there we found the Perseverance which had sailed round to save the ship's sails and gear. Wednesday and Thursday

101.

V Continued

was occupied in getting cargo from under water, and it was such a tedious job, although divers went down. That Captain Parry thought well to abandon any further attempts and we left on Friday with Captain Tölke, who determined to stay no longer. On Saturday (24th) the ship was put up at auction, and as you are aware I bought it for £165, though I should not have stopped at less than £250, which I considered it worth.

Captain Sealie as representing the Speedwell and I for Capt. Tölke. Then commenced a survey which we have carried out most carefully. Nearly everything was wet, the vessel having been nearly full of water, and we have condemned and sold a large portion of it. I particularly desired, as so much fault was found in the Salween business, that everything in this

affair should be perfectly correct. Therefore took particular care that marks and nos were properly regarded in every instance.

Cleaver sales in all have taken place, and net proceeds amount to over \$1000, including the ship and the gear brought in by the *Perseverance*.

Certain stores are left to be realized in Valparaiso, and I have effected an arrangement with Captain Parry, by which he receives \$500 down for the *Speedwell* claims - this arrangement is beneficial to Henderson I think, considering the value of goods left unsold.

We propose to forward them to Valparaiso by the *Ordre*, chartered in Antioquia by Capt. Seales for the *Malca's* cargo, which being a large vessel for what he wants will be capable

of carrying them.

As to the payment for the remaining $\frac{2}{3}$ of the, there are no bills to be had in the colony until April 1st when the Government can draw. Therefore propose depositing the money in the Government chest, and remitting a Treasury bill @ 100/8. when that time arrives.

I shall write Mr. Harper by this mail, and refer him to you should he wish for particulars about this work.

I am, Sir,
your obedient servant,
David Scott.
Colonial Treasurer

Enclaves.

Copies of 11 A/sales.

Letter:-

Scott's report on the Des. 14 Jan.

Parry & Scott 24
16 Jan.

Survey of 15th Jan.

List of large areas

Salvage Agreement

Certificates by Sealers closed of 24 Dec.

Pa. 3.

Chancellor of the
South German Confederation.
Port Stanley, 16th Jan'y. 1871.

Sir,

I have the honour to
inform Your Excellency of
the wreck of the Tanager, of
Stralsund, 160 tons, Robert
Noelke, Master, which took
place in Horn Bay, East
Falkland Island, on the 14th
December last.

According to the state-
ment of the master, it appears
that the vessel had previously
struck a sunken rock to the
southward of the Islands, and
was run ashore to save the
lives of ^{the} crew, who could not
prevent the water gaining upon
them.

I was fortunate in
obtaining the services of
H.M.S. Ship Speedwell, Com-
mander J.P. Jones, R.N.

and went down

His Excellency

The Chancellor of
The South German Confederation.
do. do. do.

went down myself to the
 wreck on board that vessel.
 An arrangement was entered
 into with the officers and
 crew of the man of war, for
 salvage at the rate of 10%
 of the proceeds of the property
 saved, and a large portion
 of the cargo was recovered
 and brought to this port in
 the course of the next ten days.
 The vessel being a hopeless
 wreck was abandoned and
 sold by public auction for
 £105, a small portion of
 the cargo still remaining
 under water in the hold.

The Tampus was carry-
 ing a cargo from London
 for Guayaquil, and had
 previously remained over
 two months in Stanley
 Harbour for protection, in
 consequence of a report of
 French cruizers on the West
 Coast of South America.

The crew consisted of

707
nine in all, of whom five
remain here, the following four
electing to return to Europe.

Master, Robert Noels of Traluma
Mate, Adolf Staupmann of Hamburg
Carpenter, Wilhelm Jungbl. of Greifswald.
Boy, Joachim Ritter of Altenkirchen.

I have made arrangements for
their passage by an English vessel
to Antwerp, whence they ~~will~~
be easily forwarded.

2. The *Machilde* of Hamburg
from Baker's Island for Europe
is in this port, having put in
some time since for repairs.
She now remains awaiting fur-
ther war news.

I have the honour to be,

Sir,

Your Excellency's most obedient
humble servant,

In command for the
Prussian German Confederation,

Adm. L. von.

Port Stanley, I. I.
9th January, 1871.

Sir,

I have had the honour to receive your letter of 22nd Dec. by the steamer, by which conveyance four seamen arrived for the ship Nashville, and I have to thank you for your attention to this matter: at the same time I regret the informality committed in the requisition forwarded to you, which occurred through the master of the vessel not mentioning his wishes until just before the closing of the mail, by which time I was not personally in the settlement.

I have the honour to be,

Sir,

Your obedient humble servant,
The Commandant of the Irish German Confederation.
Dean. C. C. C.

The Commandant of the
Irish German Confederation.
b. v.
Montevideo.

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H.M. Spedwell.

16th Jan'y. 1.

Sir,

I will now reply as well as I am able at so short a notice to your despatch no. 412 of 8th Nov. received per Adams on the 9th inst.

2. 412 - 2. As you are already aware, Tell remains in the employ, and is a most useful and energetic man.

3. Par. 4. I have heard something about Master Hurst (aged 17) being appointed Receiver of Wrecks as well as Collector of Customs. He holds the latter appointment at £100 a year. - I asked Mr. Spippin the other day if an infant collector could sign a valid receipt or bring an action for non-payment of duties. He said it was doubtful.

4. Par. 5. I should like to receive decisive instructions in the matter of Rutland's estate. One mail I hear that it is desirable to carry on for the present (410 - 12)

A. Coleman Esq.

Secretary,

London.

So as to enable

so as to enable the estate to
 pass through, and now you
 say it is to be realized at the
 earliest possible moment. A.
 ting on the former I advanced
 the instalment to his wife's
 last month, and there is still
 another instalment, when the
 estate will be free from all
 claims but the Company.

I am giving you an account of
 the assets when I receive the
 stock returns from Mr. Deane.

I hear Mr. Holmsted intends
 to go home to get money.

could you ascertain the
 truth of this from his rela-
 tives? If not true would
 it not be well to press for
 payment, and have the estate
 sold if a purchaser appears?

5. Par. 6. I hope most
 sincerely that Mr. Langdon may
 have come out by the December
 mail.

6. Par. 9 & 11 shall be
 attended to as soon as possible.
 I have with the wreck of the
 Campy and the no. of ship
 in. I hardly know how to
 get through the office work;

in fact I have had to work from 6 a. m. to 6 p. m. for the last fortnight to get through at all. - Now I am receiving messages from the Camp asking what is to be done next by men who have finished what I set them. - therefore I must go out without any further delay.

7. Par. 12. There were sixty men on the Camp Books when I came here, with about 20,000 sheep, no tame cattle, and no breeding mares; now with less or the same number of men we have about 40,000 sheep, 4,000 tame cattle, and 100 mares. - Therefore I must say there is a great proportional decrease in the labour, and we are still short handed in the way of shepherds. If we get all the wool ready for the mill by the 1st of the month we shall be very fortunate. ^{Par. 10.} John Williamson and N. M. McGill will send their notices - "Amount paid" in - clude stores received. Joseph Thomson has come back to work.

8. P. 14. I think I made an error in the distribution of the goods invoice, as the only item chargeable to consumption is for horse-rings.

9. P. 15. The clothing supplied to sailors was under the order of the shipping master, and I have but little doubt that I can recover the amount in time.

10. Mr. Williams having entered into an agreement for Specimens Shop etc. affairs with success - I have no more left for building houses. My brothers are to have our iron houses on Lincoln Island, where they have already cut peat.

11. Depending to the rank of the Campers, I omitted to mention that I wrote to Captain Fölke suggesting a Naval enquiry. He said he did not consider it necessary.

12. I am sorry to say that Captain Fölke and

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v. (m)

Mr. Davis quarrelled during my absence best times, and the latter summoned Capt. S. for abusive and insulting language. A very cheerful and encouraging piece of news to receive on my return! I was on the subject of a sale which Seales said Davis held without consulting him. I think there was wrong on both sides, and I was glad to find that Davis withdrew the summons afterwards, though Seales's language was unpardonable. I got on well with Captain Seales, though as he is inclined to be dictatorial, he requires a certain amount of humoring. He and Mr. Davis had had one or two fights before!

13. I find that I cannot get a Government bill until the 1st of April for the proceeds of auction. I am therefore arranging with Captain Tölke to pay him a portion in cash, and remit balance through you on the above

date. Send a bill Mr. Dean has given me for his auction account, of course you will understand I may have to deal against it.

14. Mr. Waldron is going home either by our vessel or in the mail, having to sell some property in England. He regrets that until he gets home he cannot draw any more bills and as the balance in his brother's hands is enhanced. Under these circumstances I can hardly send as much as I wished, but the backhills account will be a heavy one.

15. The Tutors and Dean are both to sail shortly for Montevideo.

I am Sir,

Your obedient servant

Dean & Co.

Colonial Manager

Carloman. -
 Cameron to Cash 20 Dec. 17. £. 256. 6. 20.
 Cash to Carloman 9th Jan. 257 107. 9
 Cash to Carloman 9th Jan. 250 250. 0. 0
 Dep. dep. 100. 6495. 10. 10
 Cash to Cash 8. 21 Dec. 250 250. 0. 0
 Cash to Cash 4. 31 Dec. 250 250. 0. 0
 Cash to Cash 4. 31 Dec. 250 250. 0. 0
 Cash to Cash 4. 31 Dec. 250 250. 0. 0

1. 2. 3. Up to the moment of leaving. Capital & expenses account for in Montevideo is not paid for.

*Consulate of the
North German Confederation
at Shanghai, 17th January 1871.*

*I hereby certify that
the papers herewith annexed,
with reference to the wreck of
the North German Schooner
Kampyo, and numbered as below
have been examined and found
correct in every respect - also
that copies are retained in the
archives of this Consulate.*

*The Consul of the North German
Confederation,
Seal & Co.*

1.	Letter - Dept. to Governor	10 th Dec. 1870.
2.	" " " Parry	12 " "
3.	Survey report	12 " "
3b.	Copy of do.	
4.	Salvage agreement	12 " "
5.	Certificate as to loss of vessel & cargo	24 " "
6.	Survey of cargo	13 Jan. 1871
7.	Receipts for files for do.	
8.	Letter - Dept. to Parry	14 Jan "
9.	Reply	15 " "
10.	Receipts for salvage	16 " "
and 11 account sale.		

Consulate of the North German
Confederation.
Shanley, 19th January, 1871.

Sir,

In informing you of the
wreck on these coasts of the
North German Schooner "Tampy"
of Stralsund, Capt. A. Koelke,
I have the honour to inform
you that I have provided pas-
sages to Montevideo for the
following members of the crew
who desire to be forwarded home.
I trust that there some of them
at least may be able to ship
out their own account, which
they have had no chance of
doing here.

Kaptein, Robert Koelke,

Matr., Adolf Staupmann
Carpenter, Wilhelm Dünzel,

Coy., Joachim Ritter.

There will probably be
sufficient proceeds from the wreck
to cover all expenses.

The Consul of
the North German Confederation.
Montevideo.

Kao

Thank you for the honor to be,

Sir,

Your obedient humble servant

deposits of the King's German
Compensation.

deposits.

103.

Foam.

30th Jan'y. 1.

Sir.

Since my last I have been a little more than a week into the Camp. Had business three days ago, having a special message sent me by Captain Seales, and a letter from Mr. Travis saying he must leave on Saturday. I am getting so accustomed to these checks that I never allow myself to be disappointed as long as I can get a whole week away from here. Captain Seales's "Bodie" not having yet arrived he cannot leave this time by the Foam. The December mail has not arrived, so I must get along the best way I can until Mahanadon arrives, when I hope to get an able assistant in the office.

2. The Mashie's account is £794. 14. 3. The repairs are completed, and I have endeavoured to get Capt. Rabbgens to sign a bill; but he has requested me not to press him to do so until the Seales's arrival, as the war news she

J. Coleman, Esq.
Secretary London.

~~with~~ news she will bring will
 cause him to make up his
 mind as to whether he will
 proceed or not. The victor's
 bill I sent hurriedly on
 Saturday evening - the ~~mail~~
 did not quite fit and
 there were other small repairs
 to be done, caulking, &c.

3. I went to Darwin
 on the 19th. inst., and on
 the 21st left with Felt
 for an inspection of the
 south shore of Chauncel
 Sound and the land beyond
 round to Low Bay. Sleeping
 at Rodic Creek, we left on
 Sunday morning and passed
 by Arrow & Victoria Harbours,
 Walker Creek & Seal Cove,
 getting a very fair idea of
 the country. I decided on
 putting up houses at
 Arrow Harbour, Mile Creek,
 Walker Creek, Seal Cove
 and Low Bay, the land
 being very good for sheep
 about a mile off the coast
 all the way, though the

shows are hard and bad. We pitched our tent at the wreck ~~at~~ in Low Bay after riding about 13 hours. On Monday the *Perseverance* arrived from Stanley having left on the preceding Friday and landed a house in Lively Island. Three men left at the wreck had got a quantity of cargo on deck, viz: - ironmongery, crockery, paints and soap. I was on board at dead low water, and saw the whole of the 50 tons pig iron, some above water. Should she hold together I shall send this iron home in the *Chichester*, and so save ballasting. After giving Campbell orders to land the saved cargo above high water mark and to go to Darwin to take men down to check emus and rams at Rosie Creek, I returned to Darwin Harbour. The next day I went to Tranquilidad where the quichas were counting the Hope Place rades, and cutting young pullets. Actual numbers

will be shortly to hand, mean-
while I may say that the
increase in value is very
satisfactory, apparently over
1000. And that the lambs
were 15,000 in number.

4. I enclose a copy
of Mr. Tappin's account
showing that the Company's
share of the business alone,
(in store rent, auction com-
mission, Perseverance's salvage,
and commission,) amounts to
about £200, while the
profit of the week will I
hope be considerable.

5. When I left Dar-
win 198 bales had been
pressed, averaging I think
3½ cwt., though the clip will
turn out heavier than last
year. I have classed the
wool differently, keeping the
hogget wool separately, besides
baling all broken pieces
by themselves. You can
measure fully 4,000 bales for
the Chisholm.

103
V (contd.)

6. When Mr. Valaron gets home he will probably offer to buy 3000 ewes for £3000 cash; and I think this should be taken, provision being made that all ages are to be taken, as it will be desirable to reduce the number of ewes outside Laponia as much as possible.

7. I have nothing fresh to report in shipping news. Captain Beaglehole of the *Helms* who has paid all his crew off thinks of selling the ship. I rather advised him to wait to hear what his owners say. &c.

Duncan of Kears of Bray has been appointed master. I think this vessel may possibly be repaired, but the *Helms* never. The *Belham* sailed for Dunkirk on 26th inst.

8. I am obliged to write to Cross & Co. for more flour, our stock being about 300 bags, which will not last long.

The present is about the season for Chilean flour.

9. Mr. Toam would not have gone up now, had not Mr. Duke of Cambridge's letter been expected. She will bring down the January mail, the Cadiz being supposed to have the December one.

10. There are a few office memos. that have been delays here, owing to the impossibility of my attending very closely to details lately; when Mr. Langdon gets into working order. I will have them got up.

Remain. Sir.

Your obedient servant

Leahfoot.
Colonial Manager

Particulars.

Dep. 10 1/2.

Copy letter to North German Chancellor
Sealer's & my certificate as to date of week.
Sealer's to leave 20 January.

Travis

Camp Hays 31 Dec.

December close cash

Camp Hays acct. 3rd of Jan. - 1862. 297.0.0. (4)

Look to Sealer 25 January.

Amper 17 -

Noelle 13.19 ..

Chilean Consulate,
Stanley, F. I. 31st Jan. 1871.

Sir,

An application for assistance and advice has been made to me by a woman named Aguilar, who states that she is a Chilean, and has just been discharged from your service. She informs me that she was brought here under an agreement made with your agent in Valparaiso, and that owing to a disagreement she is now leaving, but is unable to obtain payment of wages, passage money, or clothes. I deem it right to let you know her statement, and at the same time to ask how you propose to forward her to her native place, as the Chilean Government can hardly be expected to go to any expense in her case.

I have the honour to be,

Sir,

Yours obedient & humble servant

Dean Lopez.

Consul for the
Republic of Chile.

Lt. J.D. Drury,
F. I. S.
Stanley.

723
Sackland Island Co.
Stanley, 31st Jan. 1871.

Sir,

In the event of any steps
being taken to reestablish a
new mail service between this
port and Montevideo, I wish
to state that the Company
is prepared to run the "Notus",
115 tons register, twelve times
a year for One thousand pounds
 (£1000), to have the privilege of
carrying passengers, and such
cargo as would not delay the
mails, and undertaking to carry
Government specie freight free.

I have the honour to be,

Sir,

Your Excellency's obedient

humble servant,

David Cook.

Colonial Agent.

His Excellency.

Colonel D. May.

Governor.

L. L. L.

Jacksons Island C^o
 Stanley. 13th Feby. 1878.

Sir,

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

I shall be happy to hand you for the information of the Government a list of the wrecked goods to "lotus", as soon as possible. I am, however, under the impression that the Section of the Merchant Shipping Act to which you refer applies exclusively to wrecks "on the shore of the sea or of any tidal water within the limits of the United Kingdom, and that under this section the Government have no jurisdiction over the cargo.

Henry Pyper, Esq.
 Colonial Secretary.

to. do. do.

The salvors have undoubtedly a lien on the property for salvage, and by section 489 of the act before mentioned would require additional security, but what they would obtain in the case of an ~~unsuccessful~~ English vessel, before giving up possession.

The cargo has been recovered from under water, and a portion at least is of a perishable nature, so that it would be imprudent to keep it for a year and a day before disposing of it.

It is a part of my duty as Agent for Lloyd's to attend to and enquire into matters of this kind when notified the Owners of the vessel or goods nor their representatives are on the spot, and it was my intention to have the

rate of Salvage fixed by the Vice Admiralty Court, after which I should have proceeded precisely in the same manner as in the case of the late schooner *Kampyr*, wrecked in December last. The proceeds of goods sold after a proper survey and condemnation I intended, after payment of salvage as awarded, to remit to the Secretary to the Committee for managing the affairs of *Slaves*, who would doubtless find the rightful claimants.

Other goods would be dealt with as deemed expedient, and I am still of opinion that I should be taking the right course in taking the matter into my own hands.

The goods are under hatches which are locked, the keys in the possession of Captain Fair whom I have instructed to take precautions against any possibility of robbery.

I find that the An-
tonia was an iron barge
689 tons register, built in
Glasgow in Feb. 1869, classed
No. 1. at Lloyd's, and owned by
a firm in Bordeaux.

I have the honour to be,
Sir,

Your obedient servant,

Thos. Ross.

Colonial Manager.

Agent for Lloyd's.

Sackland Island C.
Stanley. 14th Feb'y. 1878.

Sir.

Referring to my letter of yesterday's date, it has since occurred to me that the proper course to be taken with the cargo on Antonia is to ship it in the Lotus to Buenos Ayres, consigned to the French Consul or to Lloyd's Agents, for the following reasons:—

1. The cargo saved by the steamer Sarah was taken there.

2. The master of the Antonia will have left agents there.

3. If sold, the wreck was purchased by a Buenos Ayresan in all probability.

4. If kept for a year and a day the cargo must deteriorate to the prejudice of both

owners

Henry Rymer, Esq.
Political Secretary.
L. L. L.

owners and palvors.

5. There is no sale
in this place for such a
large quantity of spirits.

I have the honour to be.

Sir,

Your obedient servant

David L. 1000.

Belovine to amagot

Agent for Lloyd's.

Talkland Island Co.
Stanley, 15th Feb. 1871.

Sir,

I have the honour to request that the freeholds to be purchased on sections 39 & 44 be surveyed this summer, and that the Surveyor General be permitted to go to Darwin Harbour for the purpose of surveying an additional freehold which to purchase there.

2. I have also to ask that the lease of section 44 be exchanged for one under the Amalgamation Ordinance of 1870, under section 5 of that ordinance.

Yrs. Obediently
Colonel D. Arey.

do. do. do.

I. I have further to state that by a private arrangement with Captain Packe I have ceded to him the right of pasturage over a portion of section 17, and that the stock on the remaining portions of the section are herded from the house on no 18, while Captain Packe's sheep are looked after from no. 15. The house on 17 is thus rendered useless, and I have to ask Your Excellency's permission to take it down, and re-erect it where it will be of use. I make this application in accordance with section 2 of the Amalgamation Act, from which it would appear that the Government no longer desire to enforce the sections of useless houses.

They leave to remind
Your Excellency of the promised
leaves of Navy Point and
the late reserve at Swan
Islet, about which I have
heard nothing lately.

I have the honour to be,
Sir,

Your Excellency's most obedient
humble servant

Geo. C. Fos.
Colonial Manager

Jacksons Island
Stanley, 15th Feby. 1878.

Sir,

In accordance with your letter of yesterday I have directed the master of the Lotus to proceed to the Dock yard at once, and commence discharging cargo on Antonio, and I have to request that you will send a person authorized to receive and give a receipt for the cargo, as the schooner is required to go to Fox Bay at the earliest possible moment.

On behalf of the salvors I shall be glad to receive a guarantee that the Government will be responsible for all damage or loss by fire or otherwise after the cargo passes ^{into} ~~from~~ their possession.

I have the honour to be, Sir,

Yours obedient servant

Geo. E. P. O. O.

Colonial Manager

St. Johns, Cay.

Revenue Secretary.

d. d. 40.

Palkland Island. C.
Stanley, 16th Feb. 1871.

Sir,

I have the honour to acknowledge receipt of your letter of the 17th inst.

By law the salvors are at liberty to retain possession of the property until salvage is paid, or until it is clearly their duty. I am anxious to have this salvage conducted as amicably as possible, and have therefore not opposed the order to land the cargo contained in your letter of the 14th inst. which has clearly stated that "the responsibility of its safe keeping clearly rests with the Colonial Government according to law." I do not quite

Henry Bynne, Esq. understand
Colonial Secretary.

do.

do.

do.

understand how this statement is reconciled with the subsequent refusal to incur responsibility; but I must hope that there may be no occasion to raise the question. For myself I must confess I continue to hold the opinion expressed in my letter of 13th inst. as to section 445 of A. S. Act. 1854, and cannot see how the Government in taking possession of the cargo can possibly be held not to be liable for damage arising while the property is in their possession. It would, however, be idle to continue a discussion of this question which can only be finally settled by a reference to England.

I have the honour to be,
Sir,

Yours obedient servant
 J. A. C. 1000.
 Colonial Manager

list of Enclosures.

Shipping Report
recd. to Comd. at. shared
Copy correspondence re Antonio
valuation of cargo & saved from
tamper

Copy intelligence journal entry
despatch 105

Emigration certificate
Produce returns

Notes on memo. by L. Langdon
1st En. £5. 0 0

Have drawn for money due but
having no cash - sent £57 2.

2nd Encl. 15th.

I must regret that
time does not allow of my
sending a despatch this morning
The matters are laid upon
in my hand

Wm. L. Langdon
Commander

Calcutta.
via Calcutta.

16th Feb. 1.

Sir, By the Mashida Mr. Davis sent a short despatch announcing the arrival of the Chilchurst and I now reply to the despatches received by her viz duplicate of 21st & original of 21st, the mail of 5th Dec not having yet arrived.

2.nd Par. 1. The stores would have come to the emptiest market known for years but as there are about enough ^{only} for a few months supply for our own people at L. H. I have been able to offer but little here. Everything exposed has been greedily snapped up.

3. Par. 2. Enclose containing certificate for Chilchurst. One of the Maraji's children died on the voyage. Par. 3. The fire engine will be very useful.

4. Five of Mr. Stiebnay's sheep arrived safely and will

Yours faithfully
J. Coleman Esq.
Secretary.

London.

shortly be forwarded to Fox Bay for notice. Opinion is rather against Leicester sheep which are not as hardy as Cheviots and therefore do not show as much increase.

5. Par. 5. I do not know what use the tanks and bins will have, and think I must send them back. The crockery will sell well I think.

6. Par. 6. The Chiefthorpe having beaten the mail most absurdly, and none of the private shippers having written, no Bills of Lading nor advice are forthcoming.

7. 413. par. 2. The Chiefthorpe being now prevents her coming alongside the jetty and the discharging is therefore occupying a most outrageous time. We have only the convenience of one lighter and a long boat. A wooden ship would have been discharged and half loaded by this time. I do not think an extra quantity of bone and horns will be

required, as the hides will not be higher than the wooden ceiling. I am not afraid about demurrage, but she will probably use up nearly all her lay days.

8. Par. 3. Smith is not a shepherd. Heas from his relations, simply a labourer.

9. Par. 4. I am sorry that you sent the printed advertisements by mail instead of the ship.

10. Par. 5. I have already remarked I believe that you should claim on the vessels that short deliver cargo signed for. I know that the tallies are right here.

11. Par. 6. Mr. Portland's agreement was closed by mutual consent on 17th August, 1850, I relieving him personally, and transferring the balance due him to the credit of his Shallow Bay account. Mr. Travis's agreement closed 28th January, and I was obliged to keep him on 10 days longer @ 15/- per day, having to go into the Camp the day after the Whitchurch's arrival. As he has had a good deal of extra

work and responsibility since
 Herbert's departure from
 Dushanbe. I allowed him
 5 $\frac{1}{2}$ months extra pay @ £5
 per month, i.e. the time
 during which I have been
 as much in the Camp as in
 town. I find that he has
 by no means lived extravagant-
 ly, and that his salary has
 only covered his expenses.
 I feel therefore sure that Mr.
 Langdon cannot possibly
 live on £160 per annum, and
 shall not be surprised if he
 soon complains of the heavy
 expenses of the place. Mr.
 Grenchilo received his
 sheep on 29th April, 1909.
 I intend to forward a chart
 showing all sections taken
 up lately.

12. Par. 8. The Do.
 Laware is still out. Have
 sold 100 tons house coal
 over the side to Government
 @ 55/. Mr. Langdon and I
 take 10 tons between us, and
 other quantities are wanted,
 so that the 150 tons look

405.

Continued.

small already, and I am glad I
took the 10 ton on Henry Bath.

R. Parry. I feel much
indebted for the kind attention
shown in forwarding my uni-
form, which however is still
at sea.

Mr. Ke. later has returned
from his sealing cruise with
very poor success as far as
procure game, but picked up
the abandoned wreck of the
Antonia from Boston for
Sagaparis in Dec. Dec. Bay
Patagonia, and saved 1200 pack-
age of cargo, comprising wines,
spirits, etc. as Molegoc, &c. &c.
The Government have taken pos-
session of it, and I have had
a little correspondence with
them. we cannot believe from
the Merchant Shipping Act that
they are entitled to seize pro-
perty picked up on a foreign
coast. the clause under which
they act not extending to the
Colonies as far as I can see.

was my desire to put myself forward in this case, as recommended by you, and establish myself as Lloyd's Agent acting for all concerned; but this time Government step in, and I finish the correspondence on my part with a letter which should be equivalent to a protest.

15. The *Perseverance* has returned from Low Bay with about 30 tons pig iron, a quantity of beads, wire rigging and three anchors from the *Sampyr*, between 20 and 30 crates crockery are landed in Low Bay, and I have had to leave a watchman there, the schooner being required for the present to collect cargo for the *Chiselhurst*. I shall send the pig iron and crockery to Koutavies in the *Lotus* probably, the price of pig iron being considerably higher than in

England. Campbell has worked so well and so quickly, particularly with the mast, that I have presented him with the watch as an acknowledgment of his services and encouragement for the future. He is really a second Rutter.

16. I should have mentioned that seven bales of hay, and part of two bags oil-cake were landed.

17. Mr. Bailey complains that his orders were not shipped, and I am sorry you did not send the malt shops for Mr. Bailton as the Roetha Copper for myself. Stoves are badly wanted in the Camp, and of tea and coffee I fear I must buy largely from Dean, when our supply is exhausted, the men grumbling much when they cannot get them.

18. There will be a number of passengers going home, viz. some marine families from Government, Ernest, wife & child, James Murdoch, time expired, Mr. Rutter and family, and perhaps - &c.

Ryng, Waldron and Holmes.
 shed.

19. I was away for six days after the Chichester arrived, during which time I left work for about three weeks, picked out sites for houses at Miles and Walker Creeks, inspected work at Orquesta, and despatched the Ganchoas to get about 300 more hides, which I since hear they have done, having driven a large troop in for slaughter at Darwin St. I have left directions about preparing sample barrels of salt beef, mutton, and fish.

20. Sent 1st of Macmillan's Henry Bach's bill, and have to advise having drawn £10⁰/₁₀ for J. Capt. Buchanan for £47¹⁴/₁₀.
 I remain, Sir,

Your obedient servant

Wm. L. Scott.
 Colonial Manager.

Enclaves.

Dep. no. 100.

1st Co. 240 & 241

2nd - 237

3rd on 240

4th on 240

5th on 240

6th on 240

7th on 240

Notes on 240

Notes on Stores for Chiswick

Wines. Scotch Ale and Guinness must
all at once and more asked for than
London Order

Wines. There has not been a march in the
cooling for months, excepting a small
supply of French ones from Northfleet.

It is not necessary to make any further special
remarks on this cargo, as it is sufficient to say
that no single article is there an adequate
supply for even our own people; and the amount
of wrangling and dissatisfaction caused by
the short shipment makes me think it would
have been better to send nothing at all. Should
means be taken on another occasion to engage
chartering a vessel in Northfleet for the
heavy and cargo only.

Dear E. 1000.
Colonial Manager

Sackland Island Co.
 Stanley, 17th Nov. 1871.

Sir,

In reply to your Excellency's letter of yesterday I have the honour to state that I require an addition to the land purchased on section 8 in 1869; but the extent of it I cannot say until I have seen the true plan that will have to be taken. Mr. Bailey having proved while surveying the 1000 ac. that the Admiralty chart of ^{of the island} ~~Sackland~~ Sound is quite incorrect.

I may point out that sections 38 & 44 are much farther from Darwin Harbour than from here, both being on the Fitzroy.

I am much obliged

Sir Excellency

Belmont D'Arcy.

for the

for the permission to
take down the house on
section 17. The land
leased by the Company
is not overstocked, and
I have to erect before winter
no less than five houses
in Laponia and one each
on Lively and Speedwell
Islands.

I have the honour to be,
Sir,

Your obedience
humble servant,

Asa. L. Fox.
Business Manager

For despatch 106 see
Loose bound Book

Stanley Feb. 21st / 71

Sir

Understanding that the goods brought by the "Lotus" from Sea Bear Bay, are to be sold immediately, I hereby beg to give you notice, that I claim, as salvage on the said goods, on behalf of my owners and crew the sum of (50%) fifty per cent. on the proceeds of the sale clear of all expenses.

I am Sir

your obed^t. servant

Henry Fair

Master of Schooner

"Lotus" of London

M Galloway Hurst Esq^r
Receiver of Customs

747
Falkland Islands. G.
Stanley. 20th Feb'y. 1871.

Sir,

I have the honour to
enclose for Your Excellency's
information a copy of a survey
held at my request upon the
wrecked cargo just landed at
Lotus from the coast of Patas-
gonia.

I believe that no one can
call in question the ability of
the surveyors, and Your Excel-
lency will observe that their
unanimous opinion is that
the whole cargo for the benefit
of all concerned should be
immediately sold.

Although strictly en-
titled to retain the cargo for
payment of salvage I refrained
from doing so, through my
desire to

Yrs Excellency
Colonel D. Argy.
Governor.

do. do. do.

desire to act harmoniously with the Government, and to do nothing which could be construed into a veiled opposition to them; and I was in hope that in return, the sale of the cargo by auction would, upon the recommendation of the surveyors being known, be placed in the hands of the Company, who are, above all persons in the Colony, most interested in the affair.

I now learn to my regret that it is Your Excellency's intention deliberately to disregard the survey, and postpone the sale until after the arrival of the *Joan*; further, that all parties are to be put to the expense of a suit in the Admiralty Court, where the amount of salvage could be determined otherwise at much less cost.

I must respectfully

ask Your Excellency to re-consider
your decision in this matter.
It is so clear to me that the
decision arrived at by the sur-
veyors is the right one, and that
hesitation in carrying the recom-
mendation into effect will be
detrimental to the interests of
all concerned, that I can see
only one course open to me, and
that is to enter a formal protest
before the Notary public against
all and every damage or loss
that may arise through the
detention of the cargo. It would
be most unpleasant and indeed
painful to me to take this step,
which is plainly a matter of duty,
but before going any further I
should like Your Excellency to
consider section 453 of the Mer-
chant Shipping Act, 1854.

In one way all difficulty
might be removed. That is, payment
of salvage in kind. The salvors
desire to sell at least their share.
Before it is irretrievably spoiled.

I have the honour to be,
Sir,

Your Excellency's obedient

Thumbls, servant,

Wm. L. L. L.
Colonel L. L. L.

