198.

Black Hawk. 1st Jany. 5.

Sir.

I have now to reply to your despatch 179 of 4th. Nov.

2. I am sending by Black Hawk to every river in the Squadron a printed list of the Company's prices as per enclosed copy.

3. I.S. The Cask of peas necessary to keep up a fire in so large that I feel sure that under compression it could never stay with however by a low fire in a long voyage when there will be room.

4. In reducing the two boilers did not have to the loss of the fires than the whole reason would be we cannot fires as heavily as the vessel would allow.

5. In. 11. If you order Campbell to wait after the mail as

Jr. Coleman Esq.
Secretary
London.

on board you mean a journey
made the Mail contract
for. I
say enclosed, that I am not to
telegraph except in urgent cases.
Surely you do not wish to know about
the mails arriving at such a
heavy expense.

Par. 13. The cross
road for the fibre hamway
weighs 15 lb. to the yard. I will
if I have time send a photograph
of the jetty next mail. I am
afraid that the cost of the Dar-
win line would be too great.
Regarding the telegraph, the line
in Stanley could be set on
poles instead of being buried.
which would be cheaper.

Par. 14 I have
received an offer of the Claim
from attorney, which I have
accepted in the enclosed open
letter. I beg to call your
attention to the fact that Mr. Williams

weights taken in Port Adelaide and upon which his advance was based, exceeded the selling weights by 4000 lbs making a difference of £200 in the advance. did not think he would demand this or wanted have had it weighed in Sturby. Enclose copy of a letter to him by which you will see that I agree to allow him to draw for £300 on account the bill he can draw on wholesale when the wool is here. Will you confer with that gentleman on the insurance. I have desired Mr Williams to effect. and take out a fire policy also. Say £200 on wool in the Port Adelaide store and £100 on Waddell Island.

9. Jan. 16. am sorry that you have given no particulars of the Spencer Bank. I do not even know the bankers name. I cannot conceive why when bills are in such constant demand you should bring them up for others. and at such a freight as 30/ a ton

Sidney you have shipped some
for the Company who I shall
have to buy a quantity to go
on with.

Mr. James has been
knocking round the Islands for
more than ten years and for 2/3
years has sailed the Sovereign
without a single accident, and
through pushing has made
a fast passage, knows all the
harbours well and in my opinion
is the best man to be had. If
ever you may engage a certificated
man like Smithers, but he may
love the harbours the first trip.
Smithers certainly did me a service
for had James had the Commodore
no doubt she would still have
been in existence. He is a sensible
man, super with James, there with
a man who does not know the
Islands although he may have an
extra first class certificate.
I should be represented that he knows

the island as it was done some
years ago when you resumed the Fairy
for Lamb. ... annex has been studying
navigation for some time, and goes
this time to Montevideo to get a little
practical experience. When the Flying
Squadron is here I mean to get him
examined.

11 Pay ... to Dean charge
for freight in the same account - a
penny per pound is however rather a
low.

13. Can. St. ... to Helicon with
water in a bad tempest, declines to make
consignment of goods.

13 ... have to announce with
regret, the death of the Campbell during
Capt. Campbell's last voyage

14. ... to Dean schooner
Valorous the oldest craft here, has
been totally wrecked on Sat Island,
Observant aground.

15 Mr. Stickney has written
to say that he may want £1000

[illegible] of sheep [illegible] we have
have stopped a very great many
diseases by dipping & the sheep
pass on sheep. I consider that
if they will and what makes
they take it now they will sell
more at all. I have opened a
Fortnight to you

I send a certificate
of money on bail to Governor from
Barnard. The whole shipment
was inferior but there are naturally
bad and [illegible] a low
quality than 1300 I hope they
will be replaced. 1st should be sold

If you have put me
in a middle about the hydraulic
press. for I have sold all the tube
belonging to the Water Cure press
and now [illegible] no chance of getting
the new one until February. It
would have been better to send it
by Steam.

I should like to
know if the heavy colonial charge

made by Mr. Smith are in accordance
with the spirit of the English statutes
allowing the importation of the grain produce
of the United States without discriminating
the expense of procuring the grain in
any particular port.

2d. Please pay to my
father on account of Mrs. Cobb on
the 1st. of May & 1st. Nov. until further
notice the sum of £20.

3d. The shooting is
progressing favourably, and I hope
to dispatch the Tiger with
a full cargo about the end of February

I am Sir
your obedient servant
Thos. Egerton.
Colonial Secretary

Lieut. Governor.

Enclosures

Invoice of 1st Ship

Do. 2nd Ship

Copy of Order of Admiralty 21st Dec.

Lieut. Ap. Pay &c. for £79. 16. 8

1st Do. for 2nd Corral £300. 0. 0

2nd. Do £10. 0. 0

3rd. of £340. 9. 6 & £39. 7. 9

2nd Navy Bill £165. 15/

Treasury order on Governor

Copy Cash Bk Oct & Nov.

Journal Nov.

Cash vouchers Nov.

Disp. of prize of Goods

Disp. Statement about Store

Shipping Report

Black Hawks return of Voyage Down

Letter for Mr. Elder.

Statement upon account.

2nd Jany 5

Enclosed are remittances as follows:-

1:380	Neville on Harrison	£ 79. 16. 8	
381	Draw on Dean	500. 0. 0	
		£ 579 16 8	

I must again draw attention to my memorandum of 15th August and again ~~draw attention~~ point out that no entries whatever relating to the Anne Brooke's purchase have arrived; and I beg that, if they are not to be sent, you will kindly say so, and inform me how the account is to be treated.

Sea. Lisbon.
Colonial Treasurer

31st Dec. 41.

Remarks on Shiraz Tobacco.

The golden leaf Tobacco is not nearly as good as that used while I was at home, the cakes are too thin, and dry too quickly - The knife in the plug should always be aimed at. The cigars are good but I fear too expensive for ordinary use. Very cigars, if sent for the Egyptian, are unnecessary, as sailors always make their own. Grout must have a good idea of a mute, the collar is large enough for an average sized working horse only. I fear that the thick thick and wet thick will hang on hand a long time. Mr Dean always sends his brandy champagne &c. direct from France instead of buying through a wine merchant, and so has the better of us in price.

From all

I am sorry that I
have not thought of the
most part of your wants greatly
as I do now. Your
Lordship with your Lordships wonted
love will in your time the
remedy. I should be glad
if Lord Strut & Sharp would
tell their chief to write with more
brevity and more intelligibly
I cannot decipher half of their
notes.

I am sorry to have to
explain of the condition of this
Bay; many of the canoes were
naked and some of the canoe-
men without more than half
dry. I was not the case with
yours by Lamport & Holt steamer
I fear that the Royal Mail
Letters and an special charge
paid for more care might many
be taken.

Yours truly
Victoria Tramway

Manifest of the Cargo of the Brit. Schooner, Black Hawk, Campbell, Master for Montevideo.

Mark	Description	Shippers	Consignees
mark	200 bags Flour	J.M. Dean & Son	Longreve & Goddard
& S	150 " do	do	Longreve & Goddard.

Stanley 2 January 1875.

For Falkland Islands Co.

Alex. Cobb.
Colonial Treasurer

199

Lieutenant

18th Jany 5.

Sir,

I have only time to write a hurried despatch, finding the vessel on the point of sailing on my return from Darwin Harbour.

2. I have started the boiling down, and from 47 sheep have got two hogsheads and two kilderkins of good tallow, more can be rendered when I have a pan for the purpose. I will write fully per mail, and can only say now that Ellis's workmanship, in the Engineer's opinion, is inferior.

3. The sheep are yielding a higher average of wool than ever, and I hope to despatch the Vixen of Derry by the end of February with about 2500 hides, and a full cargo, say 600 bales of wool.

I shall

J. Coleman Esq
Secretary
London

shall
forward instructions as to
insurance per telegraph.

4th Have send at
once a better kind of copying
paper, or I cannot send satisfac-
tory duplicates.

5th Cochrane are remarks
on Nevis cargo written for last
mail, but overlooked. Please to
add that Yale's bottles are
again flat & poor. The best ever
seen here was wrecked in the
Tampico in 1870. Bass's ale bottles
by R.B. Byass, and consigned to
Bell Main Chinibogs, Guayaquil.
I recommend your buying some of
the same kind.

I am Sir,
Your obedient servant
[illegible]
Consular
Bolivian Steamers

Cochrane
Remarks on Nevis
Disp. N: 195
Inst. £500
Jno. £10.

Peace arrived
Lloyd's agent arrived
of the Levant, Griffith
Lady hunt. Mr
Bligham will probably
anticipate the
[illegible]

[illegible] and Start
four batteries hitting away and
night for the fortnight [illegible] The
Admiral gave me a handsome
certificate, as per enclosed copy
which will be of service here in
getting men of war, but should
not be published, as it might be
said we were taking credit for
the excellence of Mr. Parkes beef.
I sent the Black Hawk away
with a shooting party from the
Flagship, and the Perseverance with
me from the Topaze, and I believe
that all were much pleased at
their reception in the Islands.

11. The Daring, Capt
Hamner, was here also for a
fortnight, and the harmony was
in the Company, hands.

15. — forwarded a
telegram last week via Rio Grande
as per enclosed copy of letter.
Messrs. Baillon Bros. with their

wool received from Tor Bay to London by schooner and Cadenza. Wallaroo on wool and hides £4000 same way, particulars to follow.

16. Please pay Mr. C. W. Schneeker £30 on account of his brother; this I should have advised six months ago - also hand the enclosed L.O.U. back. Peer in exchange for one of a like amount.

17. I am laying a tram-way about 240 yards long from the railway works to the beach at Gore Green; it will shortly be completed and the rails laid; the gauge is 3 feet and I wish you to ship me a truck for it. There will be a great saving of labour.

18. In April last year I asked for all the tobacco to be here by 31st Dec.; but up to this time, more than six weeks after the date mentioned, only half has arrived.

Of course I must keep all
these for the Company, and
the West Falklanders are conse-
quently put to great inconvenience
and probable loss. I mention
this, because I have been blamed
sometimes for not giving early
enough notice of wants, and in
this most serious dilemma I
am evidently not to blame.
I now have back for 30 tons
to be here by 31st December. 1876
and repeat that to provide against
any shipping accident, we should
always have a few tons on hand.

19. Mr. Bailloud wishes for
the promise of a lease of Speedwell
Island after his time has expired.
I have agreed to this, referring the
annual rents to be paid to the
Directors.

20. It will be a convenience
here if you will order the numbers
on all packages to be well marked
with steel plates, or at any rate

more legibly than some are now.
refer more particularly to the
barrels of sugar, on which the
numbers are frequently illegible.

21. When you have time to
send the accounts relating to the
purchase of the Anne Brooke, will
you mention if there was an aneroid
barometer belonging to her? The
one saved from the wreck was claimed
by Dinnie the mate as his own
property, and sold in Stanley.

22. Steel the mason, — an
excellent man, by the way, — recommends
a labourer named William Gordon
to be heard of through McCall,
whom please send out.

23. On the 1st January
1874, in despatch 176, paragraph 10,
I wrote at some length on the
subject of wool bales, and stated
that I wanted 3000 yards for Dar-
win and 400 bales for Wreck Point.

after the large screw press was
going to the latter place. These
wants were punctually supplied
but then a hydraulic press was
promised for Wacker Creek, and I
told the screw press with the
600 bales to the Dean, instead
of going to the expense of putting
them for one season only at
Wacker Creek. Now I stand in
an awkward position. My cal-
culations for the season was exact,
and the 3000 yards will just me
et; but the fleeces at Wacker
Creek are lying loose, waiting for
the hydraulic press, which I see,
with surprise and regret, you are
sending without any bagging.
Knowing that I only had bagging
for 600 bales. how could you
suppose the new press would be
given without a further supply.

2d. I have a large
share of the shipping business

of the post now. The Sepho is ready for sea, and her bill is enclosed, completing a very fair remittance this mail. The Levant has hulked her cargo in the Cyrus, and the Eugénie is discharging into the same vessel, the Donkey engine having been for some time constantly under steam.

25. Owing to disturbances in the Plate, wood has been selling very cheap indeed, and I look the opportunity of getting 500 deals at a lower price than you pay in London.

26. I am sorry to say that Tanner failed to pass an examination before one of the Navigating Lieutenants of the Squadron, and I cannot therefore entrust him with the Spanish Hawk. I have therefore formed another plan, which I give for the Directors approval.

I should like to put Campbell in the Sparrow Hawk and get a master for the Black Hawk from home. Campbell is an excellent sailor, and acknowledged the to on all hands, makes dashing passages and invariably good landfalls and as regards the sailing of the vessel cannot be surpassed. But below deck and among passengers he is not in his element, has a poor idea of tidiness or cleanliness, and no notion of economy either on his own account or his employers. Naturally too, he has no notion of business, and in transactions at Montevideo gets quite out of his depth. On the other hand he knows the coast well and is popular with all the best Falkland people. For the mail service we want an undoubtedly good seaman sailor, but one of more education,

with a better knowledge of shipping
business and a more polished address.
Campbell wages are £8 a month, the
privilege of selling liquors to passengers,
of bringing down fruit on his own
account, or anything that does not
interfere with the slow, and pro-
visioning the vessel at 2/6. 2/. 1/6.
per head per day for cabin, steerage,
and forecastle as previously explained.
He ought to make £20 a month; but
fear, mismanages his affairs. So
a good man, if he thinks the above
terms you might give more, or a com-
mission on passenger money or freight
and he should be engaged with
liberty to discharge him at 6 months
notice, or immediately in the event of
the vessels loss. Like Captain
Samuel Hunt, of the Sanguel, who
I know would jump at the chance;
but possibly you may have some
one else in view.

I am Sir,
Your obedient servant

Wm. Hodge.
Colonial Treasurer

Enclosures over.

Enclosures.

Ship's Pay. 19. 6. 8.

Purs. " 19

" Letter of 6th February

Cash vouchers for Decembr

Ld. Cash book "

Balance to 31st Dec.

Stanley Campaign to Do.

Letter from Walden 20th Jan. & reply

Stanley price list returned

Do. for Squadron

Copy of letter Williams to Cobb 17th Dec.

" " Cobb to Williams 14.17 Jan.

Nevis & Olbers' landing certificate

Copy of Admiral's certificate

Pass of Boys' inventory

" Bills for hides &c.

Black Hawks return

Pro Es. for £500, £79.16.8.

1st Navy Bill £175. 4. 9

1st Do 175. 14. 6

1st Es. Aegles 183. 8. 3

1 " Symons 21. 10. 0

Cheque 14. 5. 7

Remittance £ 1470. 3. 1

Aegles's ages.

Pass S.O.U.

List of Regiments.

The Tallow Works.

In my despatch 199. par. 2 briefly stated that I had begun boiling down and I have now to make a few remarks respecting the apparatus.

The boiler is in a house outside the main building, in which latter stand the digester and jacket pan connected with the boiler by a steam pipe passing through both walls. At the further end of the shed is a large sheep pen, and in a corner, the slaughter house shut off from the pen by a sliding door. Another door from the slaughter house into the building is for carrying the carcases through to the Digester.

The latter will hold easily 50 sheep, though in the two experiments I have only put in 32 and 47 respectively. Of the first trial

It is only necessary to say
that it was not successful as
regards the quantity of tallow
obtained.

I gave it 2 hours
at 20 lbs; but the second
decided to work 3 hours and to
keep steam between 25 and 30 lbs.,
and the result was, I think,
favourable.

I had water pumped
in until all tallow was above
the level of the tallow cock, and
was run off through a short inlet
the jacket pan; when it was
heated according to the directions,
drawn off and finally barrelled.

The result from 17 sheep was
10. 1. 21 nett or within a fraction
of 25 lbs per sheep.

When the steaming was
finished the tallow was put up
to the level of the tallow cock,
consequently a large body of water

had to be pumped in to raise the whole of the tallow. The pumping seemed to disturb the meat, and innumerable small bits were seen floating about in the tallow. I should be inclined to have the tallow cock at least a foot lower, so that the greater quantity could be drawn off without artificially raising it.

There was evidently a quantity of tallow left in the refuse, and this must be roasted until we are supplied with a press. In Mr's instructions this is mentioned; but no description is given of the kind of press required, nor was one sent. I have an old screw at Walker Creek, but do not know if it would suit. This question should be attended to and.

There were two serious leaks in the lower flange of the digester, which Martin, after much trouble has caulked and stopped. He says that the flange was cracked, and that it indicates carelessness and bad workmanship.

Stanley. 25th Feby 1875.

Malfoot.
Colonial Treasurer

27th Feby 3

Memorandum as to a Dock.

The desirability of establishing a dock or patent slip in Stanley is a fact that strikes all casual visitors to this port. Residents and visitors all know it to be the one thing that would give Stanley a start, and infuse fresh life into the place, and yet for years they have contented themselves with saying "How nice it would be!" I have thought a good deal about the matter of late, and wondered whether I could not bring all this talk to some practical issue. And as a preliminary step I think it well to lay before the Directors a short statement respecting (1) the necessity for a dock, and (2) the way in which the project could be carried out.

There is no dock of any size between Valparaiso and Rio de Janeiro, consequently any vessel damaged in the

perilous voyage round Cape Horn
and not far enough to the westward to
make the former place, if in want of
dock accommodation must run to the
latter. Any vessel so much strained
as to require caulking all over, or one
that has caught fire, need not expect
to be permanently repaired here; and
this this in a great measure that has
given the port a bad reputation. Ship
Captains know that repairs can only
be executed here when the damage is
above the water line, and that, in
consequence of the uncertainty of regular
employment, the carpenters spin out
their work, and make as much as they
can out of every vessel that falls into
their hands. Were there a dock here
and proper facilities all would be altered.
Statistics might be collected of the number
of vessels that annually run back from
the Horn to Montevideo and Rio de Janeiro
past these Islands, enough at all events
to give regular employment to a number
of shipwrights all the year round.

In this harbour we have lately had at once nine three vessels, the Alpha, Glenduff, and Levant, none of which could be properly repaired, and one of them has to go to England in ballast, while the other two, after much delay, have been temporarily fitted to go round the Horn. These vessels would have all docked, had there been an opportunity.

Now as to the means. That this should be the one port of refuge from Cape Horn is undoubted, and Nature would appear almost to have planted a ready made dock in our harbour. Take the chart of Stanley Harbour and look at the eastern end, where a narrow channel of water runs into the Canenago. With caissons build a wall, and have your dock gates across the narrow entrance, and the dock is almost formed at once. The water there is marked 2 fathoms at low spring tides, which means that you will have at high water 18 to 20 feet over

the sill of the dock, deep enough to take in in ballast the largest vessel that ever enters Stanley. The subject is of sufficient importance to warrant some trouble and even expense being undertaken. An estimate of the cost of forming the dock might be obtained. The money might be raised by calling up the remaining capital of the Company, or by forming a special Company to work in connection with ourselves.

Should a patent slip be preferred, our beaches seem to be formed specially for it, as they shelve away gradually out into deep water.

I hope that I have said enough because enquiries be made as to the feasibility of this project. Of two things I am certain: Stanley will never advance until we have a dock, and the one who has the dock will control the business of the place.

I am &c &c.

Colonial Treasurer.

Stanley
5th March 1875.

Port Stanley,
6th March. 1873.

Sir,

As the persons most interested in maritime affairs in this place we venture to draw Your Excellency's attention to the unsatisfactory working of the Harbour regulations, as far as regards Quarantine. So vague, indeed, are these regulations, and so unlike the rules of all other ports in the world, that it is not a matter of surprise to find prosecutions undertaken, which cannot be sustained, or a shipmaster fined for transgressing regulations which he has not understood, or which have evidently so little importance in the eyes of the authorities, that they have not been communicated to him until four days after his arrival in the port.

We believe that Your Excellency's sole desire is to protect the health of the port, and that you will not

His Excellency
Colonel D'Arcy,
Governor,
&c. &c. &c.

not willingly impose restrictions which are vexatious to all parties concerned, if others can be substituted which are, at the same time, simple and efficacious. We, therefore, beg leave to represent that the sole and simple rule should be that persons boarding vessels from outside will do so at the risk of remaining on board, should the ship be placed in quarantine. This is the law in force in most British and Foreign ports, and is a perfect protection against the invasion of sickness.

We respectfully suggest that clauses 24 of the Regulations be cancelled, and that two clauses be substituted as follows:—

Men of War. 24. No men of war to be boarded except by the pilot until she is at anchor.

Pratique 25. Persons boarding other vessels will do so at the risk of remaining on board in case of

Quarantine, and when once on board are in no case to leave the vessel until pratique has been given by the proper authority.

We confidently recommend this alteration, not only for ourselves, but in the interest of Shipmasters, whose views we are naturally in a better position to obtain than Your Excellency can be.

We have the honour &c.

Sirs,

Your Excellency's most obedient servants.

For the Falkland Islands Co.

Lan. Lyons.

Colonial Secretary

(Signed) J. M. Dean Hons.

201
'Black Hawk'

1st April 5

Sir,

I have to own receipt of your despatches No. 44th per Chieftain 20th February 45 (in duplicate) and 46 per 'Black Hawk' 24th March.

2. 44th - 2. In reply to the charge that I have not "as usual" explained my views about the credit at the River Plate Bank, I have to refer you to my despatch No. 46 per 'Malamia' in reference to the Montevidean business, in which I fully detailed my ideas, and asked for the credit to draw upon Montevideo because our agent could not be expected to continue the banking business. You are aware that a number of payments, chiefly to people going from there, are made in Montevideo in the course of the year, and these I thought could be made by drawing upon the Bank, instead of troubling the Agent. Mr Weldon informed me some months ago how he act and the difficulty has vanished.

3. 44th - 3. It was, as you must admit upon consideration, impossible to

F. Coleman Esq

Secretary,

London.

wise make the Vicar of Bray's curse any
better here than you could in London, know-
ing that she is a barque of 365 tons and
would go home full of wool. My anticipa-
tion of 600 bales was exceeded, and she
actually stowed 693. She sailed on
the 20th March, direct from Darwin Harbour,
not as soon as I had hoped, but the
delay must be attributed to the non-
arrival of the hydraulic press for Mather
creek.

4. 4th - 5. I mentioned the
subject of Mr. Newman's unpopularity
with some reluctance, as I do not generally
allude to matters outside the Company's
business. But since you ask for details,
I must say that in his habits he is
generally reported to be so stingy and
mean that no servant will live with him,
and that in manner, he is sour and
ungenial. He has not only quarrelled
with Fell but is on bad terms with the
schoolmaster, who is the least quarrelsome
of men. As regards the former, he
seized the first opportunity after my
return from England to vilify him,

and to endeavour to cause an estrangement between us, which would have been successful had I been new in the place. I know Tell's faults well: but he has been, and is a valuable servant, whose interest it is to serve the Company well, and the only result of Mr O'Gorman's attack was the immediate removal of my name from the list of subscribers to this fund. Perhaps you are aware that the Government have recently granted him £100 a year, to commence on the arrival of the new Chaplain. Understand that between Mr O'Gorman and myself there is no quarrel; he goes his way and I mine, neither interfering with the other.

5. 484–6. As you admit that it is by your own choice that expensive tobacco is sent, why was it necessary to insinuate that in ordering a cheaper kind for my brothers I was studying their interests better than the Company's?

6. 406-8. The Victoria has earned more than half her original cost in a year and a half.

7. 406-11. It will be sufficient if you land seven shepherds here by next September; I could not say before, not knowing how the boiling down would affect our wants.

8. 406-3. I have heard nothing from Colonel D'Arcy as to his debt: your letter I redirected in a Stanley envelope to ensure his opening it.

9. 406-7. In reply to your queries about meat preserving 10,000 sheep and 1,500 to 2,000 bullocks might safely be guaranteed annually, the best locality would be Darwin Harbour, labour there must not be relied upon, the animals would be in best condition from February to June, hillers might be obtained at high wages, but a professional Butcher in charge would be an advantage to the Colony generally. In addition to my separate remarks on the Tallow works I have to say that it

201 cont.

was been found necessary to put a new tallow cock in the Digester one foot below the original one, and by this arrangement all the tallow can be run off at one time without disturbing the refuse as the second pumping does. To make my meaning clearer, the space between the old Tallow cock and the top of the Digester will not hold all the tallow made at one brewing. I recommended a trial of one Digester before ordering more; but you thought it better to send two others at once, which, doubtless, possess the faults of the first.

10. 1876-9. I do not understand your meaning as to the Buildings and Plant & Utensils. In the case of the former an entry in the June Journal shows the Buildings erected during the year and the difference between the balances in 1873 and 1874 viz £472. 1s. 3 shows the nett increased value of the property after deducting wear and tear. The Plant and Utensils charged during the year

were insignificant in amount, the increased value being only £112.19.2.

11. Nos 9-10 No steamer under any circumstances has ever taken any but steam coal.

12. Nos 11-12. The Bahia tobacco appears to be destitute of nicotine; but I will send a sample for analysis.

13. Nos 13-14. No one named Platt or Plant has been here to the knowledge of any one in Stanley, under an assumed name. Can it have been Captain Walker?

14. The information lately sent about sheepskins is of no value practically: what I want to know is how to deal with 500 skins taken off per day in the Autumn when out of door drying is next to impossible. Is there any curing preparation known? These skins are likely to be a great difficulty.

15. I have remarked in a separate memorandum on the advantages of a dock or patent slip, since writing which I have been informed that the slip

at Victoria is for sale cheap and could be brought here without trouble.

16. Please forward some more business cards with agencies endorsed.

17. The success of the baling at Darwin this year leads me to prefer hoop iron to lashing; for next year therefore please forward 5 Tons 1¼ inch iron and 5,000 rivets, to be here on no account later than 1st December. (By the same time I must have bagging (5 inch) sufficient for 1,000 bales, reckoning 5 yards to a bale.

18. If you apply to Mr James Sillefield, 173 Commercial St. Boston. Director of the Boston Marine Insurance Co you may obtain this and other influential ship agencies. His ship Ivor carried on part of the Glen Sill's cargo. Have you obtained Mess. Hughes & Co's agency?

19. The irregularity of shepherds wages causes some dissatisfaction. You engage them at £40 ranging to £60 or £65. When reengaging men who wish to remain after their five years are up I usually give £5 do the Directors think this a fair limit?

20. Captain Veil of the Union
arrd £ 2. 9. 11. to pay the Consular fees
of a sailor he obtained from Capt. Potts
of the Lizzie P. Simmons. but went
away without paying the money, which
Capt. Potts loses. Will you apply to Mr
Harrison who will doubtless enquire
into the matter and hand the money
to Marcus & Co. the London agents of
Mr Abbotsmith, owner of the Lizzie P. Simmons.

21. I have to propose that
you mark our cargoes in future in
consecutive numbers, instead of beginning
each shipment with No 1. thus supposing
the Frederica to have 1,500 packages
on board, begin the Peggy's cargo with
1501. This system would be of infinite
service in the Store.

22. Messrs Baillon Brothers
request that their insurance may be
altered to £700 on 31 Bales Wool and
Sheepskins and 3 casks Tallow from
Fox Bay to London. Messrs Stickney Bro
have to insure for £800 - 51 bales Wool,
2 bales Skins and 3 casks Tallow from

Spring Point to London. I have mentioned to Mr Elder that Mr Williams's wool should be insured for £2,500, about which you had better confer with him.

23. Account of the Vicar of Bray are enclosed, showing her cost and present expenses of voyage account. Considering that she has carried over 1M lbs wool, besides the hides and sundries, you should allow her a freight of £1,200. Captain Dyer, whose wages are £100 per annum, has not been paid since 31st December last, and all payments on his account in London not already charged in our accounts now going home must be deducted in settling with him, excepting Mrs Dyers allowance up to 31st Dec. which is already charged.

24. I hope that the Vicar of Bray may return, as I believe she is a profitable, large carrying

vessel, Captain Eyer has taken great pains with her, and is entitled to remain command in the Company's employ, if any one is wanted for Atlantic voyages; for coasting or short trips he is scarcely suited at his age. Since he became a total abstainer he has been a different man. The 'Vicar of Bray' requires a new poop deck, and wire fore and mizen rigging for which the old rope shrouds would partly pay. The cabin should also be restored to its original size.

25. James Campbell Sen.r has been appointed by me sub-overseer in the place of George Clark, who went home by the 'Vicar of Bray' by his own wish much to my regret. Please give N. Paice the enclosed certificate of character promised him just as the Vicar was getting under way.

26. I am doing the Boiling down by contract, paying 6.d a stage for packing, steaming and making the tallow, and 4.d for the Burchis pack

I hoped however the labor done for 5th
but found these men would never make
wages sufficient to compensate for the
dirtiness of the job. Martin has
taken the steaming contract and
employs his own labour; they work
day and night. I stipulated for
8 hours steaming, and was able to see
the thing fairly started when I left
Durnion. They packed one night 90
sheep, but the average number will
not exceed 70 I think, or 100 a day.
The sheep boiled were old Ewes and wethers
from Lively Island - If no break down
occurs I hope to dispose of 7,000 before
the winter.

2d. Not having all returns
of stock yet I have to postpone my
annual report until next mail.

2d. The 'Favour' belonging
to James Baines & Co is here for repairs
consigned to Dean, and the 'Martha'
belonging to R. Wade of Shoreham is
consigned here through the owner's
letter, much to the apparent annoyance
of the Captain, who did not know of

the Agency, and expected to make some thing handsome for himself, having consigned the ship to Dean in the first instance.

29. I make the following rough estimate of the cargo for the 'Frederica' or rather of the value that will pass into the Company's hands from it, though it is early yet to be precise—

Company	11,000
Waldron	3.000
Greenshields	1,200
Baillon	500
Stickney	500
H & G. Cobb	500
Holmested & Blake	800
Bonner	700
Mamosa	200
Petaluga	500
Williams (draft)	800
A Baillon	400
	£13.100

30. I must make remarks here on finance, as I have drawn

208 cont.

some large bills, about which explana-
-tion is due. The largest of the bills
is for a quantity of wood I have taken
at a remarkably cheap rate from a
lumber vessel, the 'Viking' that put
in here lately on speculation. The
wood consists chiefly of inch boarding,
is all yellow pine, thoroughly well
seasoned, and in excellent condition,
and I paid for it $40 per 1,000 super-
-ficial feet. I considered the opportu-
-nity too good to be lost, as it is
just the wood wanted, and though
apparently a large quantity will
be in great demand in the West-
I may mention that after I had
bought this wood, Mr Dean both
bought the remainder of the cargo for
£5,400 his purchase being larger
again than mine. This bill is
drawn at 6 months sight. Another

draft for £350 is for a claim made by Mr. Dean on the 'Eugenie' for salvage, the amount being included in the Eugenie's bill. I have also drawn £300 for cash: the £1000 sent per Tenier's having been spent, as per copy of cash book herewith, I thought it better to take it, as I wanted money, and so keep specie in the Colony. Messrs. E. Baillon & H. H. Cobb who go home this mail wishing to draw against their wool in Montevideo I have passed the first draft on you against the River Plate credit for £150. The drafts are almost covered by the remittances, and the large quantities of produce going home will, I hope place you in funds

31. Hoping that through my Telegram which, to my regret, was unanswered, you will have made financial arrangements, and open

the well known stability of Mr. Robert N. Slowman, the owner of the "Eugenie". I took the Captains bill upon his London agents Messrs Bremer Bennett & Bremer, he having produced his instructions from Mr Slowman to draw upon them in case of need. I fear that it is just possible that Capt.n Nash in the hurry of his departure has only sent advice of the bill drawn to Mr Slowman, which may occasion a few days delay.

32. Mr Smith will remit Capt.n Nash's account, but intends to retain the books to Messrs Marr & Co.; as the Governor declines to take them for the use of the Court House.

I am.

Sir.

Your obedient Servant.

Colonial Manager.

Enclosures.

Triplicate No. 199
Duplicate " 200
2nd of Ex Nos 302, 303, 304, 305.
1st " for 52. 19. 3
1st " " 5. 0. 0
1st " " 474. 3. 6
1st " " 935. 19. 0
1st " " 241. 13. 6
Remittance £1,709. 15. 11

Lina's, Levanti's, Eugenie's & Lizzie P. Simmons Nos
Letter of advice of draft on Marcus & Co
Memorandum as to Dock
do on Tallow Works
Stanley Journal & Cash Book for Jan & Feb
Cash Vouchers for Jan & Feb
Bill of 'Vicar of Bray'
Copy of Bonner's letter 26 Feb 75
Certificate for Price
Manifest of 'Vicar of Bray'
Remarks on Cargo do
Value of Vicar of Bray £
Provision acct do
Landing Certificate for Shepherd, Sillevá
Shipping Report
Letter from Cobb to Dyer
2 do " " " Coleman
Order for Seeds
Statement on accounts
Requirements list of

List of Flower Seeds

chinum.	2 Pkt.	Antirrhinum Majus Mixed.
ceolaria.	" 1 "	Calceolaria herbaceous. Barr's. Calceolaria Shrubby
anthus.	" 1.	Calycanthus fine Mixed.
llia.	" 1 "	Camellia.
nation.	" 1.	Clove scented.
raria.	" 1 "	Cineraria Barr's Prize. & Papyracea.
lamen.	1 "	Cyclamen Mixed.
aena.	" 1 "	Dracena Mixed Green house Bulbs.
xis.	" 1 "	Epacris Mixed.
ca.	" 1 "	Erica Hardy Varieties.
ns.	" 1 "	Ferns Hardy Varieties.
tiana.	" 1 "	Gentiana fine mixed.
anium.	" 1 "	Geranium. Splendid Mixed.
w. Plant	" 1 "	Ice Plant.
y of The Valley	" 1 "	Lily of The Valley.
belia.	" 1 "	Lobelia fine varieties in Mixture.
nonette	" 2 "	Mignonette Pyramidalis.
mulus	" 1 "	Mimulus. choice Mixed.
mosa	" 1 "	Mimosa pudica.
nuet Plant.	" 1.	Musk plant.
osotis.	" 1.	Myosotis Azorica.
unias	" 2 "	Petunia Double fine striped flowers.
et William	" 2 "	Sweet William Mixed Double.
ola.	" 1 "	Viola Mixed.
ferina	" 1 "	Lapageria rosea.

W. Jardine
Gardener

List of Seeds

	8 Qts.	Dillistons Early & Improved Imperial Improved.
	" 4 "	Barnwiders & Improved.
Beans.	" 1 "	Early Mazagan & Long Pearl Broad Windsor Improved
Spinach.	" 1 "	Prickly Spinach & Round Prickly Spinach.
Mustard.	" 1 "	Fine Mustard
Cress.	" 1 "	Plain & Curled fine Curled.
Lettuce.	2 Qts.	London Market & Common & small Market &.
	" 1/2 "	Ballons Cos. 2 Qt. Red Early Erfurt.
Parsley.	2 Qts	New Dwarf Moss
Flower.	" 1 "	Scarlet Runners & Scarlet.
Radish.	" 1 "	Barrisons Common Turnip.
Spinach Bal.	" 1 "	Spinach Bal.
Kale Bal.	" 1 "	Scotch Bal.
Brussels Sprouts.	" 1 "	Dwarf Imperial Solomons Sprouts.
Cauliflower.	" 1 "	Dwarf Victoria.
Cabbage.	" 1 "	Early Purple Top & Early Battersea.
	" 1 "	Early Scotch Red Cabbage.
	" 2 "	Early Dutch Turnip Shaped.
Onion.	" 2 "	Red Nocerrotta & Tripoli Italian & Early Strasburgh.
Turnip.	" 1 "	Yellow Stone Improved & Green Top Norfolk.
	" 2 "	Williams Robinsons & Drumhead selected.
	" 2 "	Covent Garden Summer Grand White & Moor Park.
Endive.	" 2 "	White Curled.
Chives.	" 1 "	Chives.
Parsley.	2 Qts.	Parsley.
Radishes.	" 4 "	Olive shaped. & White Turnip shaped.
	" 12 "	Red Turnip shaped
Turnip.	" 8 "	Jersey Navet. " 8 " Early White Dutch & White Stone
	" 8 "	Yellow Malta. " 8 " Swedish.
Carrots.	" 8 "	Earliest French short Horn & Early Scarlet Horn.
	" 8 "	James Intermediate Scarlet.
Sweet Herbs	" 2 "	Cottagers Kale.
Onion	" 1 "	Welsh Onion or any early variety

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2nd April 5.

Required immediately.

2,000 Receipt Forms

2 rms Foolscap good white

1 do do do do ruled

2,000 Bill Forms ½ sheets

Sealing Wax for Office use

Lead Pencils do do

Letter & Envelopes (Plain)

For F. E. Cobb

Colonial Manager

John Langdon.

2nd April 5

I have drawn the following Orders payable on demand viz:-

Allan	£42.	Clark	£112.9.0	154 9 7
Paice	44.9.10	Doolan	53.9.2	130 17 0
Draft a 30 d/s	favouring	Littlefield		22 2 5
" " 60 d/s	"	London River Plate Bank		150 . .
" " do	"	do		100 . .
" " do	"	Dean		350 . .
" " 30 d/s	"	Russell		300 . .
" " 4 mths	"	Ryarson		700 . .
				£1,957 9 0

Against which I remit

Lima's draft @ 30 d/s	on	Harrison		52 19 3
Levanti's " " "	"	Davies		1,014 3 6
Eugenie's " " 60	"	Bonner		935 19 0
Loby " " 3	"	Lancaster		5 . .
L.P. Simmons " " 30	"	Marcus		241 13 6
				£1,709 15 12

The drafts drawn for £500 and £350 above are included in L.P. Simmons and Eugenie's accounts.
Please pay on account of Mr Bonner £30 or £40 on demand to E.J. Turner of Falmouth.

For F. E. Cobb
Colonial Manager
John Langdon

Remarks on Year of Bay cargo, sailed from Darwin 1st. 20th Mar. 1875.

The whole of the cargo is consigned to the Company, and with the exception of some sundries shipped on account of Bonner and Petalengo, is the Company's own produce. There has been, I fear, some mistake about the 2 Casks Tallow, 1000 ℔, which are understood to have been put on board as duet to be landed at Darwin Harbour to go through the Diggers, but have been carried on by mistake. Capt. Dyer knows about them I suppose; they appear to have been taken away during the hurry and such caused by the Squadron. The wool will be favourably reported on I think, being clean and well got up, and for the most part iron hooped; the Company I understand gets the benefit of this iron when struck off in the Docks. The old ship has stowed a very large cargo, and would have carried more, had I chosen to delay two days longer to screw the last bales in.

I am &c.
Colonial Treasurer

Falkland Islands &c
Stanley, 27th March. 1875.

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Manifest of Cargo shipped on board the Barque Vicar of Bray, Dyer, Master, Falkland Islands for London, consigned to the Falkland Islands Co. London.

Marks	Nos	Description	Shippers	Nos of B/L
None		1916 Hides	Falkland Islands Co	1
JB		502 "	John Bonner	
AP		132 "	A. Petaluga	
"		7 Sealskins	"	
"		14 Pigskins	"	
None		Quantity of Tallow	Falkland Islands Co	
F	1000/1	2 Casks Tallow	Do	
None		447 Sheepskins	Do	
		118 Hides	Do	2
"		5811 Sheepskins	Do	
B F	1	1 Cask Tallow	J. Bonner	
	1	1 " "	Falkland Islands Co	
F. I. Co		1 Bale Saddlepads	Do	
None		Quantity of Tallow	Do	
		Skins	Do	
"		693 " Bales Wool	Do	3
FALKLAND ISLANDS COMPANY	Sundry			

Falkland Islands Co.
Stanley. 27th March. 1875.

Wm. Lobb.
Colonial Manager