

Falkland Islands
 Stanley, 8th June 1874.

Sir,

According to the arrangement made with Captain Packer with your Excellency's sanction, I beg to ask to apply for a lease of Section 17, under the Land Ordinance with a view to facilitating the proposed exchange of a portion of that section for a portion of Section 18.

I have the honour to be,
 Sir,

Your Excellency's most obedient
 humble servant

W. E. P. O.
 Colonial Secretary

The Secretary
 Colonel D. Grey
 Governor

Manifest of Cargo shipped
 on Board the Barque Lion, Johnson
 Master, Fackland Islands for London.

No.	Description	Shippers	Consignees	No of Bbls
2485	Hides	Fackland Ild.	Fackland Islands	1
87	"	"	"	
333	"	"	"	
1534	"	"	"	
960	Sheepskin	"	"	
	Quantity Bones	"	"	
	Tails	"	"	
1/5	5 Casks Tallow	"	"	
January	576 Bales Wool	"	"	2
166	66 " "	"	"	
177	17 " "	"	"	
177	17 " "	"	"	
	30 " "	"	"	
1/56	36 " "	"	"	
January	81 " "	"	"	
543	Hides	"	"	3
505	"	"	"	
70	"	"	"	
55	"	"	"	
623	Sheepskins	"	"	4
59	"	"	"	
	2 Bundles "	"	"	
26/7	2 " "	"	"	
	3 Casks Tallow	"	"	
	1 " "	"	"	
	1 Bundle Tails	"	"	
	1 Bale "	"	"	
85	1 " "	"	"	

ISLAND ISLANDS COMPANY
 CHW
 JB
 SR
 T
 R.G.
 J.L.V.
 J.V.
 J.B.
 J.L.V.
 J.I.
 CHW
 J.L.V.
 J.I.
 FIC
 J.B.
 J.B.
 J.L.V.

TIC
 S
 T
 V
 W
 X
 Y
 Z
 A
 B
 C
 D
 E
 F
 G
 H
 I
 J
 K
 L
 M
 N
 O
 P
 Q
 R
 S
 T
 U
 V
 W
 X
 Y
 Z

	1 Bag Horsehair	Falkland Islands	Falkland Islands	6
	1 Bale Rags	"	"	"
	Quantity Jars	"	"	"
	" Bago	"	"	"
Sunday	16 Bales Wool	Packe Brothers	Hoare & Hudson	5
"	18 " "	"	"	"
	90 Salted Hides	"	Anning & Cobb	6
	8 Dry "	"	"	"
1/75	75 Bales Wool	Bailton & Hickney	Hoare & Hudson	7
	2 Bundles Sheepskins	"	"	"
	2 Packs Tallow	"	"	"

Address packages:-

1 Box	Lory	Launceston
1 "	F. J. C.	Rees
1 Barrel	"	"
1 Box	Hickney	Hickney
2 Boxes Peat	Cobb	Colman
1 Box	Langdon	Glover
1 Sample Shingles	Cobb	Colman

Falkland Islands Co.
 Stanley, 15th June 1874.

Langdon
 Colman Langdon

Lion

16th June, 18

Sir,

A year ago today the *Sturton* left, and I have now the pleasure to advise you that the *Lion* is ready for sea with a full cargo including 5700 Hides and 100000 lbs of Wool, having shewn out nearly 600 hides which will go by the *Sea Witch*. Favoured by singularly fine weather she has had better despatches than could have been expected, and is only ten days on Demurrage. I enclose a detailed account of her proceedings.

I send you separately remarks on the cargo and memorandum of goods on consignment, to which I have to add that the usual freight viz. 1st p. 10 for wool and 5th p. for hides has been charged in the Bill of Lading for other consignees.

H. Coleman Esq.

Secretary.

London.

3. Mr. Baiton will send me some tree keep from For Day, it occurs to me on reading Mr. Roberts' letters that he believes the Tulland to be in the Pacific, does he mistake them for Fiji? I have sent some dry and wet sent by the lion.

4. I have been rather perplexed about Captain Smith, whom the Government, acting under legal advice, decline to assist, on the ground, I believe, that he is under a two year agreement with the Company, which the work has not nullified. I have therefore sent him in the lion on condition that he is to pay the cost of his passage if lawfully called upon to do so. If Mr. Smith's view is correct, the agreement with a Captain who is also on the article is not only superfluous but actually injurious to the Company for there is no doubt.

that Captain Trenchard of only on the
 ship's articles for two years would
 have been discharged by the fact
 of being wrecked.

5. The other passengers
 are John a helpman, wife and 3
 children, Joseph Thomson, and Jesse
 Phillips, late foreman at Darwin.
 I presume that you will never
 to engage time expired men who
 have gone home under special
 recommendation, I therefore bring Phillips
 before your notice as one of the best
 servants the Company ever had, and
 one I am extremely anxious to see
 out again. He has had charge of
 the press at Darwin for some years
 is sober, intelligent, and trustworthy,
 in fact I cannot too highly
 recommend him.

6. It is arranged that
 the mail is to be conveyed to the
 Royal Mail Company on the 9th &
 21st from Southampton; the Governor
 was averse to the change, but
 finally yielded. Enclosed is the
 correspondence.

7. The wool hats lacking
but for lion is clumsy looking
stuff not nearly as handy as the
laced rope that came for mail
last November.

8. The Peruvian cap.
for which has been on about 12
years is quite worn out, I should
like to have some more to replace
it of a stout quality, that about
the same to be thick, it is
57 feet long, 13ft. 7 broad, and
6ft 8 in high, you had better send
rather more than less than enough.

I am Sir,

Your obedient servant

Henry Gao.
British Manager

Enclosure.

- Ann Brock's logbook.
- lion's certified up.
- letter to Pines 12th June
- 4 Bills of lading
- Company Plymouth, wood weights
- Receipt for parcels
- 2 State receipts
- Captain Simons agreement
- lion's daily memorandum
- letter for Mrs. Cunningham, Stone
- Stickney, Parsons, Robinson
- copy of letter to Pines 15th June
- Manifest of lion's cargo
- Remarks on
- Consignment and Remission

12th June 1807. Ship. 18th
 Henry Gao. British Manager
 Consignment and Remission
 18th June 1807. Ship. 18th

Remarks on Homeward Cargo
per Lion.

The hides without mark are the Company's, those marked **R.C.**, purchases of Greenshields, belong to the Company, the remainder are for sale on commission. The Company's wool is well got up, and should command good prices, bales No^s 721 & 2 are sales heavily pressed. After making out Bills of Lading Mr. Waldron wished for a separate one for **S.W. 81 Bales** to send to Mr. John Waldron, but was satisfied upon my undertaking that a delivery order should be sent for it, which I request may be attended to. Mr. Elder may take the consignment of **C.W. 66 Bales** on payment of the sum of £1092.9/, the remaining wool is consigned to the Company for sale on commission. I have advanced against **S.R. 17 Bales** by a bill at 60d/s. for £244.2.4 being at the rate

of $8\frac{1}{2}$ per lb. for planes and 4^d for lock. the balance on realization to go to Mr. Williams. Among the packages are two boxes, one of wet and one of dry feet, and a couple of shingles, as samples of what we require as to size, though there is no necessity for planing saw shingles, which are rather preferred to the split ones.

There is only one dispute about the cargo, as to a bundle of Sails for J. Broune, the mate has given two receipts but only knows of one bale; I agree to sign it in dispute, but send the receipts that you may see how it stands.

Wm. S. P. 1874.
 Boston

Fachano Island Co.

Havre, 16th June, 1874.

Cargo for "Lion" on consignment

No. and No.	On account of	Description	Rate of Freight
HB	Admiral & Blake	157 Sticks	50% wt. 7 50%
W	J. L. Waldron	1500 "	" "
HW 1/66	C. H. Williams	66 Bales Wool	1 st per lb. 7 50%
JB 1/17	John Bonner	17 "	" "
SR 1/17	C. H. Williams	17 "	" "
T 1/30	Admiral & Blake	30 "	" "
R.G. 1/66	R. Greenshield	56 "	" "
JB	John Bonner	505 Sticks	50% wt. 7 50%
J.L.W.	J. L. Waldron	81 Bales Wool	1 st per lb. 7 50%
HW	C. H. Williams	2 Bales Sheepskins	50% meas. 7 50%
J.L.W. 16/7	J. L. Waldron	2 "	" "
J.I.	H. G. Cobb	3 Casks Tallow	50% wt. 7 50%
HB	Admiral & Blake	1 Bale Tail	" "
JB	John Bonner	1 Bale "	50% meas. 7 50%
J.L.W. 18	J. L. Waldron	1 "	" "
C.S.R.	G. J. Rice	2 pkgs. private	60% "
CO 690/726	H. G. Cobb, on char.	32 Bales Wool	1 st per lb. 7 50%
J.I.	"	50 Sheepskins	" "
See	Remarks on	Homeward	Cargo.

Adventures for "Lion"

R.G. 333 Sticks purchased of Greenshield weighing net 17437 lbs. costing @ 3³/₄ £292.9.1

Fairland Island O
 Nancy, 16th June 1874

W. H. G. G. G.
 Colonial Manager

16 June 4

I have to advise having drawn
the following draft at 60 ds against
17 bales of wool marked S. R.

244 2 4

The following orders are payable
on presentation

M^r. Govern
Phillips
Thompson

223 . .
65 . .
60 . .

Henry Jones.
Colonial Manager

Falkland Islands Co.
 Stanley, 20th June, 1871.

Sir,

With reference to the proposed
 reestablishment of a peat manufactory
 which I had the honour to mention
 to your Excellency yesterday, I beg
 leave to apply for the following:-

1. A concession to manu-
 facture all the peat on the Govern-
 ment lands within six miles of
 Stanley, reserving the quantity
 reserved for public use.

2. The sole right of using
 Clayton's process in the Colony
 for a lengthened term.

The amount of royalty
 would be fixed by the Home
 Government; but I submit that it

should not
 The Excellency
 Colonel D. Ross,
 Governor &c. &c.

£2000 2/6^d per ton. I would
 further propose that the
 Company should be allowed two
 years from the date of the
 concession to get the establish-
 ment into working order.

I trust that your
 Excellency will endeavour to
 obtain for us the most
 favourable terms possible, as
 the risk and expence at the
 outset will be considerable,
 and if successful, it will
 materially benefit the Colony.

Have the honour to be
 Sir,

Your Excellency's most obedient
 humble servant

Thos. Pitt
 Colonial Manager

Vessels at the Falklands

Class	Name	Tons	Owners	Master
hoover	Allen Caroliner	89	A. U. Mission Society	A. Nicholas
.	Black Hawk	110	Falkland Islands	J. Campbell
.	Ellen	15	A. Peratuga	
alter	Lee	12	M. G. Pache	
hoover	Fairy	40	A. Laws	A. Laws
.	Felis	30	J. Lamosa	D. Savitt
.	Foam	78	A. Peratuga	R. Hubbard
alter	Fanny	12	J.M. Dean & Son	Peter Cutler
hoover	Greene	60	J.H. Wright	J.H. Wright
alter	Lily	6	Falkland Islands	P. M. Seamy
hoover	Louisa	66	C. Hansen	C. Hansen
.	Malvina	20	J.M. Dean & Son	F. Howland
.	Orissa	124	do	J. Lewis
.	Perseverance	36	Falkland Islands	J. Fanner
alter	Rose	5	J. L. Waldson	
hoover	Tucuhija	1100	M. Pereira	
.	Victoria	12	G. Natt.	

Tonnage of some of the smaller boats uncertain

188

Black Hawk

30th June, 17

Sir,

I last wrote for him on 16th June, but owing to a head wind, she was detained in the harbour until the 21st. The Black Hawk on the 17th delivered your despatches 469/7a in duplicate, and 471, the Sea Witch arriving on the 22nd inst.

2. 469-4. If the vessel of Peay gets no cargo before next January, shall I fill her up with wool, and send her home? You could then send a vessel of the Matilda's size for the remaining cargo later on.

3. 469-5. I have omitted to send the Produce Account and Coal return lately, because it is out of date. Formerly collections of produce used to be made throughout the year; now, with the reception of a few hides, all the

J. Coleman, Esq.

Secretary,

London.

317

produce power in within the
space of a couple of months,
adventures are almost dis-
carded, and coal is, therefore,
the only thing to be reported.
The present stock is, of Steam
Coal about 250 tons, and of
House about 300.

4. 469-S. In my
despatch 185 - 17 I gave my
opinion about young men ~~going~~
coming out for Sheppfarming,
and in reply to his enquiry, an-
swe that the time has passed
when anyone could buy in for
£1000 or 2000. There are no islands
of any value for Sheppfarming
recepting kindly and Spidwell,
and not only is no detached
portion of the Freehold available,
but the whole of Lagona will
be stocked, with ordinary good
fortune, in 3 or 5 years. There
are now more than 20 houses
in Lagona, and six more will
about fill it up.

5. 470-2. There can be no harm in theorizing about the proper number of lay days to allow a wool-ship; but facts will always upset your theories, if you do not care to be guided by past experience. There is no reason why the *Stumbleton* should have been despatched in a longer time than usual, owing to my absence; indeed if you take the tonnage of the *Endora* (322, despatched in 65 days) and compare it with the *Stumbleton*, you get $322:65::420:84$, and as the latter was despatched in 79 days, she was proportionately 5 days less than the *Endora*!

6. 470-7. I do not see that we could contract to deliver ^{to the P.S.N. Co.} live stock at Sandy Point, to compete with what they get in Montevideo; this was attended to some time since. I am this mail writing to Valparaiso for 500 bags flour to meet the *Black Hawk* in Montevideo. Shipping

wool via Sandy Point I believe to be impracticable; putting aside the difficult navigation of the Straits, the Company's steamers lie no time there, there is only an open roadstead, and very poor accommodation. And granted that all this is got over, how can it be made cheaper to run wool to Sandy Point than in the Mail Schooner, for which we get a subsidy of £100 a voyage. I do not know at what rate freighting can be bought in the Straits.

7. 478-3. I hope that the Directors will approve of the caution I have exercised with Mr. Williams, and not consider it relaxed. I have twice been under the disagreeable necessity of refusing payment of his drafts; on the first occasion he gave me his wool, upon which I advanced £109². 9¹/₂ an over advance I fear, but only advanced at 8¹/₂ against a lot

he bought, which will keep to counter-
 balance the other. The whole of
 this having been drawn against
 I pushed him up again just before
 this mail arrived, when he showed
 me a letter from Mr. Elder promising
 to pay £500 to you in the first
 week of July - against this I have
 allowed him to draw. He now
 goes home by this mail to borrow
 more money, and to explain
 personally to Mr. Elder, why he
 has not consigned his wool to
 him. The sum now advanced
 by Mr. Elder appears to be £4000,
 £1200 in bills, £500 in cash,
 total £5700, in addition to
 which he has to have the before-
 mentioned sum of £1000 of against
 his wool. I mention this to
 point out, in confidence, as it is
 my duty to do, that the Directors
 should be very careful with him,
 as I think the advances already made
 cover the value of his property.

D. 470-5. Respecting the lease I asked for, you must see from the Governor's letter of 20th Feb. that any further action in the matter must be on your side, in the form of an appeal to the Colonial Office.

9. 471-7. Captain Johnson confirms my opinion that you are in error about the impossibility of sending out a cutter; he says he could carry one of 12 or 15 tons on the Lion's deck: remember that my cutter, 6¹/₂ tons, came on the Ashok's deck, and she was a very short vessel. You suggest purchasing in Montevideo; but how could she be better brought from there? I should object to putting one up here on account of the Carpenter's wages, and the probability of the work being hindered by ships requiring repair.

10. 1871-2. I have exam-
 ined the statement upon profit
 and loss, upon which, without seeing
 what other accounts affect the
 amount of profit. I think it is
 not proved that the increase of
 sheep does not produce a correspon-
 ding profit. Doubtless the state-
 ment presented to the shareholders
 will arrive next mail, and will
 elucidate the subject. As to old
 ones, the boiling apparatus al-
 ready here may do 50 a day, or
 300 a week, say, ⁱⁿ for a quarter
 of a year, the only time during
 which they continue at their father's
 4000. Or last increase having
 been over 20,000, and the next
 being likely to reach 25,000, how
 do you propose at once to dispose
 of this increase with an apparatus
 that will only consume 4000? And,
 the apparatus not yet being in
 working order, you cannot add to
 it, until you hear how it acts.

How almost disheartening to
 find that I have not yet suc-
 ceeded in explaining matters that
 I thought I had made quite
 clear. You say you are glad to
 find I have not asked for men
 for the last lambing; you sent
 the men for the last lambing
 for Mr. Boyce in June 1873, and
 in announcing their arrival, in
 my 167-5, I said "No more
 will be required until this time
 next year; surely a plain enough
 intimation giving you plenty of
 time to look for them. I also by
 word of mouth called your attention to par. 7
 of my despatch 165. The men
 having arrived for the last
 lambing as early as August
 they came in for a month or two
 usefully at odd jobs, were at
 the lamb cutting in November,
 at work during the whole of
 shearing, and, finally, got their
 lamb flocks after they were
 weaned and dipped, having

become accustomed to all the routine
 of work, instead of being, in your
 words, "new hands, who do not
 come into profitable labour, for
 some time." This is the routine
 I should follow every year, and I
 quite thought you understood it,
 were preparing for the ~~whitewashed~~
 engagements, and would only
~~require~~ ^{need} to know the number required,
 which I mentioned in 185 - P. I
 must further point out that,
 although a good staff of shepherds
 is very desirable for looking after
 sheep and keeping them within
 bounds, it is yet more imperatively
 necessary that we should be plenti-
 fully supplied with hands to get
 quickly through the shearing and
 dipping, to effect which, most of
 the flocks accustomed to their
 ground, (in Scotch parlance, "hefted")
 are left to take care of themselves

for three months or so, during
the busy season. You must
understand that were there
a reserve of labour to be drawn
upon when required, I mean
could we engage bands of slaves
as in other countries, our wants
would be considerably lessened;
as it is, we must provide the
required labour out of our own
staff. The advantages, often
pointed out, but which I will
again repeat, of having our
new men as we did last year
is that the shearing and dip-
ping can be got through in
the proper time; this, as far as
shearing went was the case this
year, and would have been so
with the dipping, had it not
been frustrated by the want of
tobacco. The advantages of getting
through with both in good time
are sufficiently obvious; but I
will detail them a little if
kept too long an apt to care

their fleeces, they are saved by being clipped in time. 2. There is a saving of interest by getting the wool home quickly. 3. If dipped before the winter coats have grown much less tobacco is consumed.

4. Most important. The lambs are apt to break out with scab about April or May; by dipping in time hundreds of pounds of bagged wool are saved. This has run into a very lengthened explanation, but if it leads to you, always supplying me with news before September each year, it will have been written to some purpose.

11. I am annoyed to have to say that the boiling place has not been started yet, owing to the want of labour; the piers for the boiler are laid, and I am almost sure now that I can have it ready in two months, as the carpenters have returned from Lagona, where they have been pulling house up.

12. I am sorry to say that I am quite opposed to the

Disseton's views about cattle, in
 which I am borne out by every
 farmer in the Colony. There are
 sheep now in Laguna, at Redie
 Creek, Snow Harbour and all
 the way round to Low Bay and
 Adventure Sound, the whole of
 the rivers included between
 North Star and Ruggles Bay,
 Wharton Harbour, Bygones Bay,
 Sheep Harbour, and Manigota,
 and consequently the wild cattle
 are driven here and there, dis-
 turbing the sheep, and showing
 a tendency to settle in the very
 centre of the camp, where it costs
 more than it is worth to kill
 them. Wild cattle hunting is
 a savage kind of farming, only
 profitable when the cattle are
 very numerous, and there is
 nothing more profitable to be done.
 It is a new idea to me that tame
 cattle can be kept, and made to
 pay with their hides only; each
 animal takes the room of 5 sheep,
 and they want a lot of looking after.

The sole yield from each animal being one hide value £1, against 5 fleeces worth at least £1 annually for 5 years. It seems to me that rather than breed hides at a loss you had better ballast ship with stones. Captain Dache & Mr. Bonner, both extensive cattle men, are strong now on the subject of sheep, and look upon cattle keeping with disfavour. Bonner would, I believe, sell every head he has at 30/- all round; in connection with this I beg to direct your attention to the enclosed extract from the Times about shipping cattle from the Plate, which if successful, could be managed from here. This is the only chance I see for cattle farming in the Tackland.

D. 177-10. I should have said that if the title had not lapsed there would be some compensation due for the part cut off Captain Boardman's land. I now learn that it has not lapsed, and that about a share

was cut off: but I have no means of ascertaining the amount of compensation due, which I should suggest should be applied for to the Government, with a request that the amount might be settled by arbitration.

14. 471-88. I know nothing as to the value of Gun powder in Valparaiso.

15. 471-82. I enclose copy of the undertaking I gave about the Darwin Obuulo. I am sorry to say that a number of the men are dissatisfied with the Yewans, and have withdrawn their subscriptions, thus throwing the fund on to the Company's guarantee: should the deficit be large, are the Directors prepared to continue the guarantee after the 3rd year, ending next April?

16. 471-14. I think it is wrong not to charge the Black Hawk's freight, as, had she not taken the wool, Mr. Waldron had a cargo for her, and there must have been sea and sea going to Darwin & back.

17. 471-6. Gov's Estate
 has been sold for £1750 in all,
 the Public House realizing £820,
 and the two buildings, ^{one} on each
 side £270 and £300. These three
 form one building 200 feet long,
 which would have well been worth
 £1500 as a whole; ^{but} they went for
 £1390 through being sold in lots.
 I intended to bid £800 for the
 public house and £350 for each of
 the others, but the first lot, the
 public, going for £820, I did not
 bid for the other two, although
 I offered Mr. Dean the purchase
 of all three, £1500 immediately after
 the sale, which he refused. Bought
 a special suburban allotment of
 10 acres for £20.

18. 471-16. The article on
 the West Tachiana is based on the
 Governor's Blue Book report, which
 contains a great deal of nonsense.

19. 471-17. As the William
 Chand is no longer a hulk you may
 cease insuring her, the Vicar of
 Bray should be insured for £1500,
 now that she is so thoroughly repaired

and can be certified to be so by competent survey, why must the insurance be as high as 40%!

20. 1778 - 20. The flag tent is not Lloyd's pennant, I think, the same as mentioned in the Telegraphic Code.

21. I send inscription for a headstone the Governor has asked me to get for the late schoolmaster.

22. Captain Smithen who went in the Lion, received his wages to 31st May.

23. I send a list of sundry stores, nearly all of which are quite out of stock, thinking that you may send them by mail. As the freight on mail will not exceed 1/3^d per lb., it will be better to send them than to pay a high price in Montevideo. I shall send a general indent accompanying the stock return.

24. Messrs. Bailton and Shikney will both forward you a portion of the proceeds of their wool, which is consigned to Mr

Thoms, and Mr. Waldron will also have money to pay you. I cannot get you as many consignments as I could wish, owing to the commission. People naturally do not care to pay $3\frac{1}{2}\%$ when they can get all they want done for 10% .

25 Two watches were sent home by Lion to be repaired for Lamoree. please attend to them.

26. The Governor asked me to delay the Black Hawk until the 4th but considering the punctual despatch of mail of paramount importance, I remitted him that he could do so according to the contract at £10 per day, declining to keep her on other terms.

27. Mr. Waldron informs me that his brother has moved his produce; I hope you will be able to arrange this, so as not to pay double.

28. Capt. Lewis of the Onawa goes home this mail, and as he returns shortly I recommend him for sailing

out the new schooner, and possibly
 assisting to choose her. He was
 Mate of the *Coquiandana*, and
 now intends to pass as Master, is
 a good sailor and trusty servant.

29. Referring to 186-13
 I am glad to say that the sheep
 have not suffered to the extent I
 anticipated, some of the lambs
 broke out, but it has all been
 taken in time at a necessary
 expenditure of more than the ordi-
 nary quantity of tobacco, the
 whole of that portion being
 consumed.

30. The number of sheep
 clipped on the Establishment, was
 52,561.

31. I have to point out
 that I have drawn rather heavily
 this mail for want of funds,
 Captain Law having a large
 balance in his favour. I have
 also taken some cash of Messrs.
 Henry & King's agent, Mr.

Nelway. 32. A number of letters
 go this mail, as also Messrs. R. G.

394

Tache, W. Colymont, St. John's,
Newby & C. St. Williams, the passage
money amounts to £99.10/. I have
charged £3.10/ for the Mariner,
they finding their own bedding.
For the first time I have refused
applications for passages, thinking
that it is not right to carry over
40 souls in so small a vessel.

33. Appleby Brothers I
believe are trying to make the best
of a bad case. Martin is very
angry at the remarks about him, and
has sent the enclosed letter to be
forwarded at your discretion. It
seems natural to an unprofessional
like myself that duplicate parts
should be made to fit, and Martin
was quite right in reporting the
mistake. I am satisfied that he
is a good mechanic, and suppose
that you will not forward the letter,
which will have served its purpose
in blowing off his steam.

34. If I have time I will
forward memor. on peat: meanwhile
I have to draw your attention to the

enclosed correspondence, from which
 you will see that I have gone
 straight at the mark by obtaining
 from the Governor a concession of
 all the pent six miles round
 Stanley, less a mile reserved for
 the settlement. I thought it
 better to secure it at once, as I
 could do it without expence, and,
 if the matter drops, no harm
 will have been done. The royalty
 is to be settled by the Home
 Government. If it comes to
 anything, it would answer our
 purpose better to buy the lands
 right out.

I remain, Sir,

Your obedient servant

Wm. Jones
 Colonial Manager

30 June 4

Cash on Deposit at 5%

Mr ^s Rutter	£ 195	
Mr ^s Yates	31	
J. Langdon	250	
Mr. Halliday	<u>100</u>	£ 576.0.0

Cash owing not bearing
interest

Laws	565	
Harrison	<u>160.</u>	725.0.0
		<u>£ 1,301.0.0</u>

It is submitted to mention that
 Capt. Johnson supplied the lion
 with 2 stout studding sail booms
 to be replaced in London.

Enclosures.

Dup. N^o. 187

set in. for 19. 5. 10

Manifest of lion's cargo, dup.

Remarks on outward & homeward cargo, &c.

Dup. correspondence abt. mail

Time table for 1875.

Dup. statement upon acct.

Copy of Church land grant

Each liabilities in Fathoms

Black Hawk's return 12th voyage

Campbell's do. for 4th voyage Dec 1874

Dairy account for 18 years

Argosy's account

Vessels at Fathoms

Articles of June Brook

Protest " "

Statement upon acct.

Jaeny's certificate

Contract with William S. April

Inscription

Times salient

Letter Martin to Appleby

do. for 6 boats 19, 20 June 1875 to Oct 20 1875

Chart of settlement

Indent for goods for mail

to Bills of lading

Letters for Coleman and Keyser

Returns showing expenses incurred by Fathoms

Shipping Returns

Notes on Peat Manufacture.

I was unable by mail of July 2nd to devote sufficient time to the consideration of this important and interesting question, and, therefore, postponed it to the present time, rather than run the risk of omitting anything that I might consider it necessary to say.

I have carefully read the Secretary's notes on the Peat Machine, and have also studied those parts of the book received from Sea-Dutch, so far as they relate to Clayton's and other machines.

The first question raised is as to the practicability of drying peat in the open air in the Falkland Islands, and I am of opinion that it can be

some from the middle of September
 to the end of November, with
 reasonable expectation of success,
 begins that date I believe that
 success could only be increased
 by providing drying sheds, as
 short squalls of rain occur with
 great frequency during the sum-
 mer months. After the middle
 or end of March I do not
 think that there would be
 sufficient drying properties in
 the air inside or out to increase
 success, I may be wrong; but
 I judge this from the dampness
 which settles in the ground about
 this time, and which strong
 winds seem powerless to remove,
 the inference from which is that
 the autumn and winter winds
 themselves are surcharged with
 moisture.

I thus limit the time
 for Peat Manufacture to six

401

months, viz. - from September to
March: this would render
unnecessary the services of a
second Engineer, as the boiling
down for tallow would commence
at about the time the Great
Manufacturing would cease; thus
the Engineer, Assistants, and
in fact, the whole gang, could
be transplanted from one
Establishment to the other, keeping
them at regular work all the year
round. - This is an important
consideration.

I believe that a number
of the inhabitants would continue
to cut their own peat, in preference
to buying the manufactured
article, as the working classes
do it in the long evenings at
no cost to themselves. The only
people who would buy the peat
fuel are those who now burn
coal, and they would buy it only

under the circumstances of its being at least one third cheaper than coal, and not dusty, which is the great objection to peat simply cut and dried. In my despatch of May 14th I estimated the probable consumption of peat fuel in Stanley at 150 tons per annum.

Although the Government do not charge individuals for cutting peat on the banks below Stanley, yet there is no doubt that they would impose a royalty on any quantity taken for a commercial purpose.

I do not consider that it would pay to send supplies to the Shepherd's Houses, the expense of doing so would outbalance the advantages, which are inconsiderable, as there are always odd times when the men can cut their peat, without infringing on the time they

403

they should devote to the sheep.

But, although the amount likely to be in demand for private consumption is thus hardly worth mentioning, too much stress cannot be laid upon the impetus cheap fuel would give to the use of Steam. Not only would the cost of boiling down for tallow and the use of the Doakley Engine be immensely reduced, but the last objection to the employment of steam vessels would be removed; and it would not only pay to keep a steam launch in Stanley Harbour and a small steamer for carrying cargoes round the Islands, but would lead to an auxiliary screw steamer being put on between here and Montevideo, giving us mails once a month, and all the advantages which regular steam communication would bring with it.

If, in addition to the foregoing, a demand should spring

up in the River Plate for the
 fuel, a large and important export
 trade will be originated, and it will
 pay to multiply the machines to a
 great extent; for there are thousands
 and thousands of tons round
 Stanley, all of which are deemed to
 the Company by the concession
 I have obtained from the Govern-
 ment.

Regarding the labour,
 I should advise sending out men
 from England who have been
 already accustomed to the use of
 these machines, binding them
 on an ordinary agreement, to do
 any kind of work, so that they
 may be transferred, when necessary,
 to Darwin Harbour. According
 to Clayton's letter it appears that
 the staff would consist of three
 men and four boys, and, in
 engaging them, it is necessary
 to remember that we have already
 an Engineer, and to consider

whether it would not be better to
make use of adwet labour altogether.

The chief point upon which
we should satisfy ourselves is, whether
Fadhans Island peat is well
adapted or not for manufacture,
and I presume that this can be
satisfactorily determined by
chemical analysis; it is, as
compared, free from stones and
lathy matters, the only substance
intimately mixed with it in some
places being sand; - the Stanley
peat is, however, free from this.

Next to the adaptability
of the peat is the marketable value
of the fuel in the River Plate.
I conjecture that it would barely
pay at present to manufacture
for the island only, unless steam
vessels were at once started. It
would not, I imagine, pay to
introduce Clayton's machinery,
without an annual sale or consump-
tion of at least 1000 tons; but

406

on this head a better judgment
than mine can be formed at
home.

When these questions
as to the adaptability of the
fuel, and the market ~~value~~ for
the manufactured article are
satisfactorily answered, the only
remaining consideration is whether
Clayton's is or is not the best
machine. Upon this point
there seems to be a great differ-
ence of opinion; but the Directors
would probably be able to satisfy
themselves before embarking in
the speculation. The sample
that out certainly burns freely,
and with considerable heat; but
I have been told that the fuel
manufactured by the French
process is even superior, being
denser and more like coal. I
should think that the choice
lies between the two; but, not
having seen any fuel prepared

By the latter process burning, I
am not in a position to speak
with any certainty.

I hope that these few notes
may be of use in assisting in the
determination of the great question.
It is one in which I take the deepest
interest, as I believe that its
success must inevitably lead to the
greatly increased importance of these
Islands, through the development
of trade, and the consequent improv-
ment of communication with the
outer world, from which we are
at present so much isolated.

Stanley
Colonial Secretary

Faheau Islands Co.

Stanley, 10th July, 1874.

Falkland Islands Co.

Stanley, 18th July 1874.

Sir,

I have the honour to request that the lease of No. 31, which expires on the 11th October next, may be renewed from that date under the said Ordinance for barely one year.

I have the honour to be,

Sir,

Your Excellency's most obedient
humble servant,

Ed. Spence.

Colonial Secretary

The Excellency

Colonel D. Grey.

Stanley, 18th July 1874.

189

Black Hawk

11th Aug. 11

Sir,

Confirming my despatch per
last mail I have to acknowledge
receipt of your despatches 1872/3, which
arrived per Black Hawk on the 14th
inst.

2. 1872-3. Respecting
Mr. Williams's sheep, you will recollect
that he paid for them on the 8th
August, 1873, having the previous
year paid a rent for them per head:
the wool in question came off them
while they were rented, and, without
doubt, belonged entirely to Mr.
Williams. The London journal
and paper articles respecting Mr.
Williams's account have not all
come to hand.

3. 1872-4. As regards
shepherds, since you take me to
task for not looking far enough
ahead, I am glad that I have

J. Colman Esq.
Secretary.
London.

already proved, in anticipation
of the despatch under reply that
actually looked farther ahead
than was convenient for your
memory! I refer to my last
despatch, par. 10, in which I
showed that I gave you an im-
pression about my next require-
ment as long ago as the 14th
August, 1873. Trust that the
Directors will see that the omissions
in this case must not be laid at
my door.

4. 472-5. Any arrange-
ment based on lodging and Board
is radically bad, and must be
altered as soon as possible. There
is more room than enough for
dissatisfaction in deciding as to
"everything necessary for living".
The principle that the harem
will go to uninhabited places,
and must therefore be supplied
with necessaries is illogical, he
can carry his own provisions
just as well as the Carpenters do.

S. 472 - 8 Second Coural
 and Fort Louis consist of two and
 one sections respectively, isolated
 from the rest of the Company
 land; the former falls in on the
 16th February, 1880, and the latter
 on the 30th October, 1880; but
 the lease will doubtless be renewed
 in the usual course. My reason
 for wishing to part with both is
 that I do not think that detached
 sections pay, I am for consolidating
 holdings as much as possible.

Greenfield's agreement was for 3 years
 from April 1869 and has
 therefore expired some time; but
 I have put no fresh stock on since,
 because the place in my judgment
 is too small to keep anything
 without incessant conflicts with
 neighbours. Second Coural was
 once valuable for wild cattle, which
 are now, however, seldom to be
 seen excepting in the woods, and
 not then unless the weather is
 severe. There are two freeholds

at Second Cornal, each 160
 acres, having cost £120. Fort
 Louis is the station from which
 cows are drawn for the Stanley
 Dairy, and where butter is made
 in the summer time; it is now
 so hemmed in, that successive
 continual complaints from neighbours
 about our cattle straying; there
 is one freehold, value £600. I
 should as I said before establish
 another Dairy elsewhere, and shift
 the cattle before parting with
 Fort Louis. In the case of both
 places I should only sell if I could
 get £100 or more for the good
 will, in addition to the value of
 the buildings and freeholds.

Most of the information required
 about the Lily was supplied in
 my despatch 106 - S. Copying
 I say, is necessary. I have seen
 a worm fully a foot long taken
 out of a boat's keel here, two
 benches and a little stove aft
 are wanted, and the hatchway

should be of a good size; but the boat herself is the main thing, and the cabin arrangements being of the simplest description can be put in here, or altered if not suitable.

Respecting the Black Hawk's binnacle I do not understand your complaint that I did not state wherein it fails for the object needed. That object I state to be light, and when I said "it takes one man all his time to light and relight them alternately all night," I thought you would understand though I now regret the obscurity of my language, that the lamps would not give sufficient light for more than ten minutes or so at a time. Regarding the number, character, and use of the cabin lamp. I certainly did not give the number of ~~the~~ old lamps, but I did the number of cabins for which the new ones were wanted; I gave the old ones a character, — a bad one — at least I said they "give no light at all"; the use of lamps I imagined to be so obvious as not to require explanation.

6. 1872-9. Although
inconvenience and loss were occasioned
by the non-arrival of tobacco I have
had the pleasure already of inform-
ing you that they were not as
great as anticipated. Regarding
the probability of the large vessel
getting out first, experience is
entirely against it; the only ^{small} vessel
I remember at this moment, the
David Swan, Lotus, Irene, and
Black Hawk, all made passages
putting the average performance
of large vessels quite in the
shade.

6. 1872 - 11. The money
due to Stobers is for wages earned
on board the Mandarin. I
understand from Mr. Langdon
that he left the ship before
she was sold, upon a guarantee
that the sum should be stopped
out of the proceeds; - for the
credit of the Company I think
it should be paid.

7. 1872 - 10. The freight
charged to the Missionary Socy.

for Black Hawk was the usual
 one of 30% per ton; I have to add
 that favours shown to this Society
 meet with no reciprocity, as the
 agency is in the Dean's hands,
 and no business whatever comes
 our way now, unless they are forced
 to buy what they cannot get from
 their agent. There is an amount
 of £35.15.0 standing against them,
 which the Bishop refuses to pay
 before consulting with Mr Bridges,
 it was for supplies sent several
 years ago to Ochovia, and unfortu-
 nately there is no one here now
 whom I can sue for the amount.

P. 472-16. I have already
 (resp. 186-3-14) explained my views
 about the Montevideo agency,
 which I see no reason to change.
 Small commissions would, I think,
 be recanted by Messrs. Conger
 & Spadars, agents for the North
 British, and British & Foreign Mercu-
 rary Co.

Q. 472-18. I am sorry to
 hear of Degehard's intended

return. The average of respectability in the Colony was raised by his departure. You will not have any special orders on hand from this side for the August ship, although I sent a memorandum last mail of urgent wants. When our cargo of stores arrives here in April it is impossible to get an order home for an August vessel, that is likely to be a more reliable guide than your own judgment.

10. 473-1. I am much obliged for the trouble taken about the Italian Agency, and will write to one of the gentlemen named, when I have any money to remit.

11. 473-2. All circumstances connected with the treatment of the new men can be satisfactorily explained, though possibly at some length. You sent them out in our dead

season, unavoidably I know, but
 just after all the flock had been
 settled for the season, and there was
 consequently no shepherd's work proper
 to be done until the lamb cutting
 time, 15th November. But, in the
 off season, there are always new
 fences to be put up, old ones repaired,
 stones for foundations and corners
 to be quarried, and it was to this
 work that the new arrivals were
 put, in preference to engaging
 outsiders at high wages and letting
 our own men remain idle until there
 was shepherd's work to be done. This
 raised a prolonged growl, which only
 subsided in November, and then the
 men worked well until shearing was
 over. After that, there was an inter-
 val of about a fortnight before dip-
 ping, during which time the men
 were again set to work at a fence at
 the Dip itself. Then they struck,
 and seven of them came to me in
 Stanley refusing, ^{to} do anything but
 regular shepherd's work. I addressed

418

them shortly, but decidedly, telling them that they must obey orders, and that the only refusal of duty since my arrival here in 1867 had resulted in 21 days' hard labour. I told them, however, that the reason for their being employed on labouring work was that they arrived before the season, and that if they conducted themselves properly they would each in the course of the next few months be stationed in the Camp with a troop of horses for riding round their sheep: I offered them ~~an~~ hours to consider before I got summonses out, but they decided to go back, and all left next morning for Darwin. I have only to add that these men are all now stationed as promised, and that I think they would tell a different tale if appealed to.

12. 473-3. The red ink notes on King & Brown's invoice

are not of much value, for the distributions must have been made quite at hazard; for instance, two most expensive Brighton lamps are devoted to the 2nd class cabin and fore-castle.

13. P. S. 473. The expense of £17.10/- for Duchham's apparatus would be thrown away. There is a weighing machine in both wool sheds, and each bale as it comes out of the press is weighed and marked, thus enabling me to give you the weights long before the wool is shipped, which would not be the case if the bales were only weighed on board.

14. The Black Hawk was late in arriving owing to the delay (as usual) of the Kepler; the Tebe came in to her day, the 22nd, and we should probably have had the Black Hawk in five days earlier with four days later news, were next year's programme in force. Please note that the 24th December next is the first mail under this arrangement.

15. I have written separate memos. on the new lamps, & galley required for the Black Hawk, and on the manufacture of part. to ^{the} last of which I specially beg leave to draw the Director's attention.

16. I enclose an open letter for Mr. Williams, who, you will see, after settling up to a point, left a letter behind asking me to settle several accounts. Had I not held a tight hand over this gentleman, he would now be some thousands in debt to the Company. Mr. Williams asks me to have a payment of £50 made to Mr. Parker; will you kindly recollect this if the arrangements made by Mr. Williams will allow of it. I much fear that he will never find a way out of his difficulties.

17. The binnacle for the Black Hawk is suitable; but it was so loosely packed that it was much dented and otherwise injured, costing 2/ to put it in order.

421

18. His Fell's opinion, after trying Scheidecker's shears, that they are unmounted to Colonial shearing, which is rougher and quicker than that done at home.

19. The Swedish ship Peter for Valparaiso was here a short time since, and the Captain drew a bill on Valparaiso for £20.0.1, which I forwarded to Mr. B. A. Wilson, N.D.A. vice-Council, requesting him to send you the proceeds.

20. Have written to Messrs. Cross & Co. requesting them to forward 500 bags flour to meet the Black Hawk in Montevideo. They say the Pacific Company's agent rather objects to receive it, and says the freight will be at least 90 cents per 100 lbs. In this matter the shareholders mentioned in N. 470-7 may do us a service.

21. A sample of roofing required is sent by Sea Witch, the pieces slip into one another, and it is considered that it will answer very well. The gine must be much thicker than the sample, which is sent to show how the edges should be turned down.

422

22. In the postscript to my last despatch for him read Black Hawk

23. Referring to what Lewis last mail about people shirking commissions on sales, I beg to suggest that as you only pay a Brokerage of $\frac{1}{2}\%$, you should agree to accept consignments for a total charge of 10%, thus making $\frac{1}{2}\%$ against nothing, and insuring the receipt of more ready cash than under present arrangements.

24. I have forwarded by post an edition of the Fashland Islands ordinances just received by the Government from the Crown agents.

25. Although I have said a great deal lately about a steam launch, I must add that in economizing labour by having no odd hands about, there is great difficulty in picking up a boat crew in an emergency, which is more felt now that there are fewer people in Stanley.

26. Having bought a steam boiler from the Government

I have enclosed a list of sundries required to get it up, which I shall be glad if you will send by next sailing vessel.

27. Mr. Greenhills has written to ask for two 400 gallon boilers, the same as Mr. Watrous, to come by sailing vessel, as well as 12 Iron feet and a sewing machine, of which he gives no particulars.

28. The Governor has said nothing to me about his debt, but may possibly pay something when the Receiver comes in. This arrangement, which was enveloped in such mystery when made, has caused confusion in our books. You will see a balance of £65 standing to his credit on this side, resulting from some payments made; but whether you have taken this into account in the statement forwarded to him I am unable to say.

29. In my last despatch I enclosed a statement of the Dairy Sales. The falling off is, ^{mainly} owing to the sales made by an opposition

Dairyman, a publican named
 Drugg who has now a considerable
 number of cows, which are tended
 by his sons. As the Dairy is its
 palmyest days ~~was~~ never a great
 speculation, and there is certainly
 no room for two, I have thought
 for some time that it does not
 pay, ^{for} the time and trouble it causes.

30. Owing to the scarcity
 of specie a curious state of things
 has arisen. The Government have
 paid no salaries for months,
 consequently the officers have not
 paid their debts. And in con-
 sequence of the officers not paying
 me I cannot pay the Government
 a sum of more than £200, owing
 at the present moment. The
 payments between the Government
 and myself are nearly squares off
 in the course of the year; but in
 the first half I have to make a
 large outlay for work, which
 brings the balance against me
 until the Black Hawk wife it

out towards the end of the year. This
 is not satisfactory, inasmuch that
 I cannot square up as I go along. I
 have left to nearly the last my
 reply to your 472-12, as it requires a
 good deal of consideration. I must
 first acquaint you with a fact of which
 I have only lately become aware, viz-
 that there is lying in the Camp in
 old stockings &c., totally unused, a sum
 of not less than £5000, and this among
 our own people alone. Owing to the
 insufficient supply of clothing and
 other necessaries for the Camp, our
 men save far more than they would
 if they had a better opportunity of
 spending their money, consequently
 it is not to be wondered at that a
 sum of nearly £2500 in hard cash
 went into the Camp last year,
 and there it will remain. It was
 easy enough, as I have said before
 to keep a good balance, and even remit
 money, when my payments were con-
 fined to the Company's wages and
 the disbursements of ships; but now
 that the West Falklanders have upset

all our arrangements, it behooves
 us to meet the new state of affairs
 with great measures. The first
 question to be decided is whether
 the West-Indies business is
 worth doing. We find cash for
 all these disbursements, charging
 them interest in payment @ 5%. In
 return they take their shares from
 us / last year, the amount of more
 than £5000, nearly half on a share
 divided among a little over half
 a dozen people, and on these shares
 which are to a great extent sold
 on bank we get a greater profit
 than on those retained over the
 counter; we also get them paid
 on freight and a portion on
 consignment. But when it is
 remembered that these plans are
 increasing and that yearly they
 are employing more men, it is
 when they buy their shares from
 their masters or from the
 King the business is much more

How are we to make these
 payments? No money comes here
 but what the Government imports,
 and any gold gets away to Antioquia
 as fast as possible. The Government
 are now importing £2000 I believe,
 which will relieve the place for a time.
 But if the Company's people put by
 £2000 a year, the remainder of the
 Colony must save and hoard up at
 least another £2000, and if £4000
 be thus withdrawn from circulation
 annually, an equal sum ought to be
 thrown in to supply its place.
 Therefore I say that out of the produce
 sent home portions for other people,
 you ought to send an £2000, (and
 let it be in half crowns and florins
 only) and I can then see how far
 it will go towards relieving our
 present embarrassments. I had
 hoped to send a carefully compiled
 analysis of last year's cash, which
 would have been of some use in de-
 termining this question; but I have
 not had sufficient leisure, and any-

thing you may wish to see you
can find out from the copies of the
each book sent home.

31. The Robert King, with
damage, arrived here yesterday; 1
bales consigned, to Dean.

Yours, Sir,

Your obedient servant,

James Ross.

Botanist & Surveyor

Quilmanus.

Aug. 1878.

Copy correspondence re Seal

Seal Manufacture

Copy of Kirk account

Notes on Seal Manufacture

Wm Williams on Elder 1300

July 65 note. 28000.

Vouchers for maintenance of business 4. £36.8.0

Peter's ap.

July 19. 5. 10

Stock of Stores July 1874

Darwin balance sheet

" wages ap.

" Stock of Stores

" Live stock

" Consumption stores

" Dipping materials

Stanley Journal June & July

" Cash book July & vouchers

" wages returns

" Balance sheet & P. & L. statement

Memo. on Dr.

Black Hawk's return 5th voyage Down 1871

" 13th voyage

" Memo on Gassy

" Provision ap.

" Laboratory

Memo. of spoiled beer

Hepler's Emigration certificate

Mail time table for 1875

South Atlantic Memoirs corrected

Notes on King & Brown's lamps

indent 1/4 sheet of Kals. Cloth. Gower's fittings & Boiler do.

Letter Cook and Langdon to Coleman

Letter for Williams

16th August L.

I have to inform you that the following orders are payable on demand viz:

Charles Johnson less advances in 275 " "

John Reallon 90 " "

Rev. Cassey of Palmarush on account of Mr. Campbell (lost Mr. Rutter) 36 " "

Although the Anne Brooks left England in December last and London ledgers entries to 31st June have come to hand, no entries relating to the cost of this vessel have yet been received, this delay necessitated the payments on her behalf, less freight earned, being carried to New Account in Company's Shipping.

Heartfoot.
Colonial Manager