

Per Gentaur.

No. 779 London, ⁶¹ Gracechurch St. 16th Jan. 1893.
E.C.

Falkland Islands Company.

Sir, I have to acknowledge receipt of your despatch no. 548 per Gentaur and 549 per Mrs. S. Basilisk, both received on the 28th ult., and of your letter of 29th Nov. not delivered by the Colonial Office until the 3rd inst. Your telegram "Boylesta afogarden" arrived on the 13th inst.

2. 548 - 2. No application has been received from Sir Linton Simmons.

3. Jan 4. The German Government have not yet paid us your disbursements on account of the Concordia.

4. Jan 5. We have received from Spearings & Waldron £350. 5. 8 on account of A. Petaluga.

5. Jan 7. I have written to Mr. Syer & Co. about the press box, and a copy of their reply is enclosed in my letter to Mr. Nichol.

6. Jan 8. You do not say whether the Captain of the Bertha tried and failed.

A. R. Bailton, Esq.
Manager,
Stanley.

to make a salvage agreement. If
not I fear that he is open to a charge
of premature abandonment, but I
have heard nothing as yet. The
cargo must be valuable, and what
you recover should be shipped home
in the Sutton vessel, and you should
put on fresh marks and numbers.

7. Par. 9. It is satisfactory
to find that you have not touched
the Madassah.

8. Par. 10. We have arranged
with the owners of the Hyperborea
to take the Captain's draft at 60 days
sight.

9. Some time I have been
trying to get a blacksmith here,
but fear that this is not the place
to find a competent ship's smith. By
next mail one will probably go out
from Scotland, but as regards
stickers you must say first how
you propose to house them.

10. Par. 13. You are right
about reducing the price of the
Sabini's coal in order to work it

off. 11. Par. 14. We will look

out for and send the most powerful
lamp you can find for the black
smith's shop.

12. Jan 16. Correspondence on
the subject of the Governor's scheme is
enclosed. It is unlikely that we
shall have a definite answer for some
time.

14. 548 - 2. This despatch
should have had another number. The
Underwriters have just paid up on
Fellon's wool, skins, and hides, and
Petaluga's hides. Detailed statement
shall go next mail. The bill of lading
said to be sent turned out to be Mr.
Dean's, but it does not matter now.

15. Jan 11. Your misunder-
stand our instructions on the silver
question. You were to ask the Governor
for a general order on the Com. Agent
to get silver from the Mint when
we wanted it, and you were not
instructed to charge a commission
on the principal remittance, but
only to say that it would probably
be demanded if obstacles were placed
in the way of getting out ^{money} our silver
cheaply. We expect upon the expla-

actions you were told to make to
get the order as a matter of course,
not supposing that the Governor
would be guilty of the discourtesy
of refusing it.

16. 5749-6. Mr. Schlouffeld
wrote me an impertinent letter,
which I passed on to Mr. Stande
with the remark that I should
not answer it. Mr. Stande replies,
and I enclose copy of his letter. I
have to call your attention to the
remarks about wool shipping,
merely for the purpose of saying
that we do not accept Mr. Schlouffeld's
reports as gospel, but would
like to have an explanation from
you as to the want of distinct orders
he alleges, in order that we may
put ourselves right with the Governor
&c. In ordering room it is useful
to recollect that you should never
prophecy unless you know, and
when you have satisfied ^{yourself} that you
will have a certain quantity, ask
for room for 100 less; don't go 100
better on last year.

London, ⁶¹ ~~39~~ Gracechurch St. E.C. 189.

Falkland Islands Company.

17. We have paid ~~Friday~~ £100 as requested in your letter of 29th Nov. I have not felt any surprise about it, as I know that the Governor never scruples to make every use of us when it is convenient to himself.

18. I have received notice from the former Government of your appointment as Consul, which is satisfactory.

19. The head of the telegraph department at Lloyd's has asked me to call your attention to your not having reported the three steam whalers which lately put in. If you will look up the instructions you will see that you ought to cable all arrivals and ~~partings~~ ^{departures} in, whether in distress or not, except of local vessels or those from neighbouring ports; but when in distress you have simply to use the word for "the following vessels have arrived or put in" and the names only, without port of sailing or destination. You ought to be able to get off some word or phrase

pieces, and I hope that you will
have charged a moderate price, so
that they may be encouraged to
come again.

20. Upon your explanation
about the telegram about the land
question we do not censure you
for having cabled at such length,
as you probably thought at the
time that there might be some
advantage in anticipating the mail.
As a fact there was not, and as
the question does not affect us we
should have preferred leaving the
news to come by mail. But
what induced you to waste money
over such an uninteresting event
to us as the work of the Hadassah
passer comprehensions, and you
must really understand that you
are restricted to using the cable
on matters of real importance, and
then in as few words as possible.

22. On the 13th ult. we
cabled "Capico's Refutation about
Chick Wackels' Fictionist Hypo-
stad," which you no doubt under-
stand.

23. From the rate of con-
sumption of the St. Vincent's coals
it seems that the supply for the
last ^{last} ~~last~~ should ~~reach~~ you up to August.
If so we should ship another lot in
April or May: what in your opinion?

24. In Mr. Schollfeldt's letter he
refers to a ship having been charged
£ 36 for towage from Port William, in
a calm. What does this mean? In
using the Lissie for towing you
ought to charge more than when run-
ning as a launch of course, on ac-
count of the strain and extra con-
sumption, say £ 10 or so, but any-
thing more would be suggestive of
Extortion, which we have no desire to
get the credit of practising.

25. I think that in dis-
cussing the estimates you overlooked
item no. 5 which includes purchase
money of land sold. If this is the
Company's purchase it has no right
to go into revenues at all, as it should
be invested to yield interest that takes
the place of rent.

26. Messrs Mendonça have

S. C. Oregan
C. J. Oregan
C. J. Oregan
C. J. Oregan

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recovered £ 9. 10/ on account of
L Hardy from the owners of
the vessel that ran down the
A & Co. It is not much, but it
is better than nothing.

I am, Sir,

Your obedient servant,

Edw. & Co.

Managing Director.

We are shipping by Orchia
all the wood named, and some
hay.

Enclosures.

- Dep. Des. N^o 448
- ~~do l^r to Baillon 10 Dec 92. (enclosed)~~
- do Jnl Ledger Entries & Remarks on a/c
- do Statement of expenses on Rams per Isis
- do do " Amended Freight on Sheepskins
- do Copy of l^r fr Slack Co 25 Nov 92
- do " " Telegrams fr Islands
- do " " l^r to Kosmas Co 3 Dec 92 & their reply 6 Jan 93.
- 1st Exchange £400 & 2nd £400 fr Crown Agents
- Copy of l^r to Col. Office 14 & 24 Dec 92 & 1 Jan 93
- do " Kosmas Freight of £132.0.3
- Statement of Amount received fr Owners of Staincliffe
- Settlers of Sale B 1 bale Sheepskins ex Ramses
- Copies of Reports on Sheepskins ex Tentaur
- Report Sale of DS 6 bales Sheepskins " do
- General Invoice & detailed Invoices
- Remarks on stores
- Replies to Remarks on stores
- Letter for Nichol (2), Dale, Stickey, Felton, Bertrand
- Miss Lopp's of for Bertrand & Blake & Spearman
- do " Felton 44.18.0
- Journal Ledger Entries & Remarks on a/c
- Parcels in case N^o 3396. Contents of Box N^o 3314.
- Chart for Dale fr Deacon
- pel fr Bosnell
- " " Willows for Dale
- Melodeon fr Campbell
- pel fr Newbery
- Samples of Biscuits
- Tyler's Pistol Rings
- Cigars for Baillon
- pel fr Joseph for Routledge
- Receipts fr Southery
- box Seeds for B. Stickey
- Newspapers
- Sundry Circulars

over

Enclosures.

Stansfield's Invoice for B.G. £2.10.-
 Rowell's do " A.H. 93.10.-
 Cooper's do " Robson 10.0.0
 Willows' do " Dale 1.8.6
 Joseph's do " Routledge -.4.6
 Copy of Sales II 11 bles Wool & Rammes
 --- 1 " Skins " do
 " of contract of Skins & Poutaur
 Magic Lantern Slides for Dale by Parcels Post

10999.

16th January, 1899.

Managing Director
 of the Highland Land Co

Per Supplementary mail.

N^o 780.

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London, 39, A. Gracechurch St. 4th Feb 1893

E.C.

Falkland Islands Company.

Sir. Since writing to you per
Pentam direct, there has been no
mail from the Islands, but we
have your telegram dated Montevideo
24th January, "Fellowship John
Sturges", meaning "Send Clark next
mail John has 940 bales", both of
which items are satisfactory.

2. The Orchia has sailed,
and Enclose B.H. but I have ob-
jected to the freight account, which
I believe shows an excess of over 40
tons on the wood and five on the
hay, when Sturgeon's measure-
ment being 10 $\frac{1}{2}$ against 12 $\frac{1}{2}$ ft.
per bale. I have formerly had to
remark that measurements used to
be taken on board the Dennis Ben-
dit with very elastic calipers, and
it has been the case this time. If
necessary you will have to insist

A. B. Sisson, Esq.

Stanley.

upon a re-measurement. I have sent for Watson & Wilson's measurements, and hope to get them in time for enclosure.

3. Account Sales of the produce wrecked in the Dennis Brundit are enclosed, as well as the statement of average. The underwriters in no case accept a total loss on property salvaged and reshipped, and only pay salvage, extra freight and other damages incurred. Our clients will, I think, think that we have done very well for them.

4. It will be necessary this year to charter in ~~the vessel~~ for the fallow, as there is no chance of our having our own vessel in time. You must therefore communicate with Humphreys as to six, time, and whether she should go to Darwin or not. I mean with them a line vessel.

5. You will please see that the Clerk's house is thoroughly renovated and cleaned for Mr.

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Harding, who goes out by the next
boat with his wife.

6. By this despatch Mr.
Melville, Esq. goes out to admin-
ister the Government. He is instruc-
ted to inquire into and report on the
land question, and I have had the
advantage of a conversation with
him, in which I strongly advocated
the farmers' case. I enclose a copy
of some notes on the question, which
I am sending to him at his house,
and I am able to give you a hint
what the case of the poor struggling
working men finds much favour
at the Colonial Office just now, so
that the line to take is to show the
absurdity of what interesting persons
being credited with the means of
laying down his thousands in the
purchase of land. You will of course
appreciate the extreme importance of
hurryng up the wool shipment this
time more than usual, if possible. I
am informed that the Government has been
instructed not to interfere with loading
at night.

Dear Sir,

Your obedient servant,

Edw. Forster

Managing Director

10980.

4th February, 1893.

Dear young Director of the
Welland Islands Co

Enclosures.

Dup. Des. 779

" Jnl. Ledger Entries Remarks on Yes

" B/L Orchid

" do Pentaur

1st Exchange £400 for Brown Agents2nd do 400 do do

Byers School Yes for Bertrand Felton

Copy of lr to Colonial Office 19 Jan

Completed General Invoice Pentaur £2635.19.11

Invoices received after Pentaur sailed cutter £1.13.10

Southey 3.12.-

Morton 6.12.-

Average Statement of Dennis Brundrit

Journal Ledger Entries Remarks on Yes

Du Croz's Circular 24 Jan

Report Valuation Sale of [H] 7 cks Sealskins ex Pentaur

Clients' Sales P 335 Hides ex D. Brundrit

F 315 blea Wool do

-- 24 Sheepskins & Hides do

EN 16 cks Tallow ex do

[H] 4 bbls Sealskins. } Pentaur

DS 6 ble Sheepskins. }

Du Croz's Catalogue of Sale 25 Jan 93

Copy of Langridge's Freight of Orchid

Specification of timber per do giving dimensions of bundles

Copy of lr for Langridge Co 2 Feb re Orchid's Freight

Clients' Freight of Sharp Smith Robson, Pentaur

Robson

Baillon Stickney "

Copy of J.M. Dean's Freight of Pentaur £11.3.9

do do do 3.14.7

Statement of Amounts to Co^{rs} at Stanley of D. Brundrit

Kirkland's Yes £1.16.-, £7.0.9, £5.15.6

Credit Note for W. Cameron £28.10.6

Notes on Land Question by F.E. Cobb

Letter for M.E. Nichol, Baillon & Spearman

Per "Neko".

No. 781.

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London, ~~St. A.~~ Gracechurch St. 13th March, 1893.
E.C.
Falkland Islands Company.

Sir,

I have to acknowledge the receipt of your Despatch no. 550 on the 6th Feb., of no. 550 1/2 (which should have been numbered 551) on the 11th id., and of no. 551 on the 25th id., the duplicate having arrived from Montevideo on the 17th. It is unnecessary to send duplicates via Sandy Point to be posted in Montevideo, as the Pacific boat carries the mail on, and the instructions on this head were intended to refer to the direct mail only.

2. Desp. 550-2. The owner of the Whalers has accepted the drafts, and I have asked him if we could make arrangements for coaling, but he says that the matter is left in the hands of the Captains, so it is to be hoped that you have been able by a concession in price to get off a good quantity.

3. Par. 3. We hear that the coal by the ~~Edith~~ Ruth Waldron was on account of Spearing & Waldron.

4. Par. 4. The A/Sales you ask for are enclosed.

5. Par. 5. David Smith's piano, in the absence of instructions to the contrary, was insured, as all outward goods are, F.P.A., so there would be no claim in any case.

6. Par. 6. The Board are sorry to hear that Paulini has met with an accident that has caused him such serious injury, and, although under the circumstances he has no legal claim upon us, you are desired to treat him in a liberal manner, and if he has lost time through the accident you are at liberty to give him in the way of a compassionate allowance, explaining to him that it is so, a sum equal to the amount of his wages, or anything that in your discretion you may consider suitable. This, you will understand, is in consideration of the large family that he has to support.

7. Par. 7. You are at liberty to renew Noble's agreement on the terms proposed.

8. Par. 8. You must always make what arrangements you consider necessary for getting our wool forward as quickly as possible;

A. E. Baillon, Esq.,

Manager,

Stanley.

but I must point out to you that this does not necessarily entail keeping the North Arm shed clear, as circumstances may arise under which you may find it desirable to let a quantity accumulate up to the storage capacity of the shed for the purpose of taking away a large quantity at one time, and it was for this reason that the addition to the shed was built a year or two ago.

9. Par.9. The Board are not disposed to make any alteration in the terms arranged on this side with Mr.W.E.Waldron, either as regards the interest or the usance. On looking at the account, it shows that the advances are nearly all in the shape of cash, the store business being inconsiderable, and the produce of the farm going direct to Mr.Waldron. It therefore amounts to our financing Mr.Waldron without any security whatever, and the conditions have not changed since the arrangement was made in London. It apparently suits him, or he would make other arrangements for cash, and I believe that I am right in saying that he gets the money he requires on easier terms than he would in any other Colony. If he desires to make any other proposal it is open to him to do so here.

10.Par.10. Your remarks on the Old Kensington's account are noted, and I am glad to say that the draft has been accepted.

11. Par.11. Regarding the question of the Customs Officer, it is doubtful whether the letter to which you refer is sufficient warrant for declining to pay for the officer's services, if they are forced on the vessel, But I think that at least part if not the whole of the charge is a legitimate one on the vessel, not the consignees, as they will have produced their invoices, and what the Governor wishes to prevent is smuggling on the part of the Master as much as anything. And if it is necessary to pay for the consignees the charge should be fairly divided between all who have dutiable goods on board.

12. 2nd desp.-15. The loss of rams is much to be regretted, but we are well covered by insurance.

13. Par.11. The mail tables were not printed, as there was delay in getting the P.S.N.tables.

14. Par.12. Insurances are noted, but some of them seem to be under the real values, Bonner's for instance. As to the Lively

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London, 57, A. Gracechurch St. 189
 E. C.
Falkland Islands Company.

Island insurance, the explanation seems to be that the first lot was insured at £20 per bale, supposing that that was the proper proportion of the whole shipment which we were instructed to cover for £2200, that the second lot was done at the same rate, and actually realized here nearly as much, and then the third was done in the same way, but in the mean time the market had fallen. There is no doubt, I suppose, that the clip from the Island turned out much more than was expected, and in such a case we assume that we are right in altering figures in order to protect our clients' interests. The system of insuring by the bale will remove difficulties of this kind.

15. Desp. 551-5. You will have already heard that the German Consulate has been given to you, and you will recognize in this the fulfilment of Mr. Staude's promise not to let Schlottfeldt have it in the face of the objections that I stated against it.

16. It really matters very little about coal; we do not make a fortune out of it, and, as you say, the extra cartage is against those who buy outside of us. As to Townsend and the other caterers for the public favour, it is a matter of indifference to us; we have met opposition before and beaten it off, and as long as we retain the esteem and confidence of the sheepfarmers, the retail part of our business is not of overpowering consequence; you may see people starting with a great flourish, but they will soon find that the credit that they have to give will tell heavily against them in the long run. I may point out that as the coal for which orders appear to have been booked will most likely be shipped from London, it will not be of the quality that we send direct from the Tyne. Morton has been spoken to before this as to supplying small consumers, but he will do it, and unfortunately there is no house of equal standing to whom we can go instead. What Lazar says is nonsense, and like his impertinence. What can he know about it?

17. *Par. 7* I went some time ago closely into the question of boiling down at Goose Green, and came to the conclusion that we could not do it for less than we were charging. If sheep go 25lbs. each, the

cost of the casks, reckoning them to weigh 500 lbs. and to be worth at least 15/. each, will be 9d. a head, then I think the killing is 3d, labour hanging, drying, and baling skins 6d, proportion of expenses boiling down 3d, and peat cutting, wear and tear of machinery, and labour shipping tallow and skins another 3d, leaving only 3d profit. If you can see any error in these calculations you must say so; but I think that considering that the expenses of the place, including the Engineer's and Cooper's wages are going on all the year round they are moderate, in fact, I am almost inclined to think that our own sheep cost us every penny of the amount charged others.

18. Par. 11. It is questionable whether the expense of supplying materials for a tramway will not exceed the value of the salvage of wood when recovered. The cost of rails alone would be from £200 to £300. Is it not possible to do something with sledges and horses?

19. Par. 13. I have spoken to both Mr. Dean and his son as to Mrs. Hansen's business, but as you remark it is a matter that more immediately concerns them, and I only enclose a rough memorandum that the former gave me, and I believe that one of them will write to Mrs. Hansen on the subject.

20. Same par. The Board regret that you should have made an entry intended to deceive the Government as to the shipment of sealskins, and consider that such a proceeding cannot be defended; it is, in fact, punishable under the Customs Ordinance, and it is much to be regretted that you should have taken a step that may lead to our entries being doubted in future.

21. The report that the Dentist and the Watchmaker are about to enter the lists against us is not disturbing. Probably they will bear in mind the saying, "Ne sutor ultra crepidam", and be wise in time. We do not wish to boast as to our position; but the fact is that in case of any serious opposition being started, which, by the bye, will cost the parties to it a good many thousand pounds before they can come up to a level with us as regards plant, buildings, and conveniences of every kind, we shall always have our farm profits to fall back upon, and should be prepared to run the Store at unremunerative rates as long as necessary. In fact we are in a position to draw the teeth of the Dentist, and knock the Watchmaker out of time. The question of

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London, 29 St. Dunstons Church St. 189
 E.C.

Falkland Islands Company

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the frontage is a different matter, and in the event of any proposal being made to sell land opposite our ground on the front road, you must protest against it, and point out that when the frontages were sold in 1885 (?) the purchasers were strictly limited to those parts that were opposite their own lands on the plan of the town, and that consequently Messrs. Dean were not allowed to come in front of us, although Mr. George Dean considered that he was hardly used in having his limits so circumscribed. No sale of water frontage was provided for in the original plan of the town, and the owners of front lots may, with reason, protest against any curtailment of their view. I think that you might get this point set right whatever may have happened, it will be useful in the future.

22. Par.15. It has always been the custom to pass the discounts received to a separate account here, but when they are taken off the invoices they are allowed to go. It seems that Bass & Co. have only once deducted the discount from their invoices.

23. Par.16. Most certainly the coasting policy does not cover risks across to the coast of Patagonia.

23. Par.21. You do not appear to see the point of our remarks as to the passages of Kyle. We are not liable to our men for any money payment in lieu of passages, and although they would have, no doubt, cost £100 by Kosmos, the passages themselves were not claimed, and then again you might, if they had been, have sent them by sailing vessel, which would have cost a good deal less.

25. Par.26. We have heard nothing from the Colonial Office on the hulk question, and certainly shall not raise it ourselves.

26. Par.27. I have sent four ventilators as requested, but there were none in the list for drawing in fresh air, and it seems that such a contrivance can hardly be necessary, as the heat of the shop itself must draw in the colder air from the outside. There are plenty of good inlets of considerable size in the building, and I remember several alterations being made for the comfort of the workmen. Although we shall be glad to do anything in reason for their comfort, is it not possible that they

are inclined to be just a little too faddy, and to forget that a Blacksmith's trade is not a cool one?

27. Par.28. You have already been informed that you will have to charter in Montevideo for the tallow this year, and I have lately written to Humphreys that I think that the ship should be at the Islands by the end of April at the latest. I suppose that the work at Goose Green will be over by the middle of May, and it is necessary this year to get the tallow home as soon as possible, as the price has gone up considerably, and it is impossible to foretell how long the rise will last. In order to assist Mr. Nichol's judgment as to how many sheep to boil down this season I sent ~~him~~^{you} a telegram "Impiangere Nichol Divagaste Majeza Wintericht Lumineux" on the 24th ult. Since then the price has given way a little. As it may be found desirable to sell the tallow either at Havre, Liverpool, or London the ship is to be chartered to call at Falmouth for orders.

28. Par.29. Leather for covering the chairs is sent from Maple's, and I have had a black skin hearthrug enclosed, which will be suitable for your carpet. As to the couch, it is covered with some other kind of stuff, and perhaps you can find something suitable in the store, if not let me know. I hope that you will be able to get the chair covers put on properly.

29. Par.30. The Board have read the letters resigning the Commissions as Magistrates of yourself and others, and while sympathising with the feelings that have prompted the movement consider that it was premature, and that it is open to the objection that it was on personal grounds. However it is satisfactory to be able to report that the C.O. have instructed the Governor to restore the old Commission, and not to issue a new one, so that they must be fully aware of the Governor's offensive conduct throughout. This decision seems to afford another proof that the authorities are anxious to restore harmony in the Colony.

30. Par.31. It is to be hoped that Mr. Kirwan will have taken the passage offered to him, and cleared out of the house so as to make room for Mr. Harding, who goes out by this opportunity. If he should have elected to remain in the Colony, you must understand that the Board would not allow him any compensation in lieu of the passages to which he is entitled. It is unfortunate that it is not possible, without raising a disturbance, to bring him to

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London, 39, Abchurch Lane, E.C. 189

Falkland Islands Company.

book for his treachery.

31. Par. 32. We are not disposed to spend any large sum of money on the *Wasp*, as you have already been told, and owing to the boiler being too large in diameter to pass through the hatchway taking it out would lead to great expense if done with the intention of replacing the hatches and deck as before. But it has been suggested to me, and I have referred to Mr. Sage on the point as to its practicability, which he admits, that the boiler might be knocked to pieces on board, and removed piecemeal. This would, no doubt, be a tedious job, as a large number of rivets would have to come out, but the expense would be nothing in comparison with that of tearing the boat to pieces. Then we could supply a boiler of less diameter, and perhaps make a serviceable boat of her after all. I well remember the enormous expense we went to in 1884 or 5 over that boiler, and the enormous amount of work that had to be done before it could be got down, and afterwards, in fact you might see it for yourself by looking up the old wages lists. Perhaps you could get some enterprising man to take the job of breaking up the boiler by contract. We will not, unless this can be done at no very great expense go into the matter of supplying a new boiler. As to the *Sissie*, the last time you wrote about her you said that Noble was of opinion that a new engine was not necessary as yet, if certain repairs could be done, and in any case Mr. Sage says that the particulars sent over are insufficient ~~upon~~ for the purpose of ordering a new one. I am going to find out the name of the builder, and get from him what Mr. Sage wants.

32. Would it be possible to bring off the coup of persuading the Government to sell the Customs shed? I understand that it has not been begun yet, and if you could persuade Mr. Melville that it is really not necessary, no doubt you or Mr. Nichol could find a use for it.

33. For your information I must tell you that the Underwriters have been much dissatisfied with the large amount of salvage demanded on the *Dennis Brundit*, and point out that in every case you should endeavour to get it fixed as low as possible, for

although, where our schooners are in it, we may gain a temporary advantage, we shall lose in the long run through rates being put up against us.

34. We have contracted to build a steel barquentine to replace the Orissa, and I enclose specification and plans, which will be interesting both to you and to our workmen. She is to be built by A. Mc. Millan & Sons of Dumbarton, and is to be delivered by the 1st of July.

35. Have you been able to arrange to sell the Bridge from Harpers to the North Camp people for the Arroyo Malo? I think you said something about their using the Dennis Brundit for the purpose, but you might point out to them that by the time that they have broken her up they will find her a dear bridge.

36. Have you done anything towards putting up the new jetty at Stanley? I hope that you are having every care taken of the materials, particularly the prepared piles, for there was just the right number sent out, and we do not want to send any more. I know how apt our men are to take things for other purposes that are not immediately required.

37. I have had some correspondence with Messrs Cooper about the 300 cases of their dip that ~~was~~^{were} sent out on consignment some years ago, and about which nothing seems to have been reported. I find on referring to the outward despatch 747-7 that 100 cases of these were ordered to be supplied to Holmsted & Blake, and if this was done they ought to have been paid for long ago. I have sent Coopers a cheque for 100 cases, and asked them to wait for your report as to the disposal of the others. I see that I said in two of my despatches from Stanley that I thought that it would take some time to sell them.

38. With the duplicate of the despatch from Montevideo there was no copy of the statement, and at least one cheque was presented and paid without advice. With a more trustworthy clerk I hope that these irregularities will not occur.

39. There is an order for 6 doz. cheque books, which I suppose means of 50 each, and even this seems a great number as compared with the list of our clients. In the case of people who are making use of us as Bankers for their own convenience, would it not have been better at the first to have charged them with the cost of these, 5/. a book I am told?

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London, 29th Spacchurch St. 189
 E.C.
Falkland Islands Company.

40. Mr. Dean asks me to say that in every case when you send him his account, he wants a copy of the Store bill as well. He remarks that you charge a great deal too much for some of the supplies, and instances no. 4 canvas sold to the Chance at 2/ per yard, costing less than half. He says that he does not mind paying a fair price, but thinks that over 100% is too stiff. Some of the prices are based, I believe, on the cost many years ago, and may be reduced with advantage, for you must bear in mind that it is not good policy to drive people to import their own stores.

41. Mr. Dean has also mentioned that he wishes you to send home his tallow by steam if there is a chance, when it has arrived in Stanley too late to come by sailing vessel. There is some there now, which might have been sold to great advantage lately if it had been here.

42. A third message from Mr. Dean is that he wishes you to see that the representative of Mrs. Williams applies to the Government for a renewal of the lease of Weddell Island in her name. I have lately seen Mrs. Williams, who has asked me to call your attention to the same thing. I understand that the lease expires in February next year.

43. I have left to the last the matter of the land question including the Board's reply to your despatches 550-12 and 551-12. In my last despatch I informed you that the C.O. were sending out Mr. Melville to administer the Government in the absence of the Governor, and I now send you a copy of a letter received from Mr. Wingfield, enclosing extracts from the official instructions given to him. You will see that, while they keep to the point of desiring to test the demand for land by putting up small blocks for sale, the instructions are framed in a conciliatory spirit, and that they are desirous of carrying out their wishes with as little interference with existing interests as possible. I may mention that they have put their foot down on the proposal to take away the land that is so valuable to Cameron and Green-shields, and tell Mr. Melville that the selections are in some

cases made without due regard for the interests of others. I am sure that you will find that Mr. Melville is desirous of smoothing down all the trouble caused by the Governor's proceedings, and that the land question is in a fair way of being settled. The Board have very fully discussed the matter of the reserves; of course they recognize that the move is only taken for the purpose of annoying us, but unless the unheard of step were taken of encouraging the starting of a public house there, which we are quite sure would be scouted by a Government pledged to local option, there is no other way in which they would do us any permanent harm. We have therefore decided to do more than the Governor asks, and hand over for the use of the Government the two sections at Fitzroy and Bluff Cove, which we have been trying to get Capt. Packe to take for the last two years. In a letter lately received from him he positively declines to have anything to do with them, and therefore we feel quite free to act, knowing that their occupation by outsiders will be more prejudicial to him than to us. If anything were needed to confirm us in this step it is the fact lately reported by Mr. Nichol that we have lost 10% of the sheep on those sections since shearing. I will write more fully to Mr Nichol on this subject, but may mention here that it will be necessary to arrange with the Administrator that they are not to be given up until after shearing, and as no one would be likely to wish to start there after July, there will probably be no difficulty about this, in view of his instructions to make things as easy as possible. There is a freehold on each section, which you will find has been allocated, and perhaps it will be possible to find Mr. Bailey's survey marks. You and Mr. Nichol must make arrangements as to details, but I may suggest that it may be found desirable not to give these up, but to retain them for the purpose of keeping pens for enclosing our sheep on the way into Stanley. You will find copies of the descriptions of the freeholds in the Grant Book at Government Office, I think, or at any rate there will be some means of tracing them. I know that the Fitzroy house stands on the freehold, but I am inclined to think that the other is at or near Garden Point where the old settlement was. The grant was made out to J.M. Dean & Son, and there was a conveyance to us when I took over the section from them. If I am right about the locality of the freehold, I think that the best thing to do will be to ask leave to

61
London, 37A. Gracechurch St. 189
 E.C.

6.

Falkland Islands Company

exchange it for a piece of equal size taking in the Bluff Cove house and pens. I do not know whether there are any other pens on either of the sections, but if there are, and they can be dispensed with, it may be better to take them away, so as not to leave more improvements than can be helped for the new comer or comers, but let them start as every one else has had to do. The Board hope that Mr Melville will see that we are not desirous of offering any unnecessary opposition to the Government on this question, and that he will consequently meet us in a fair spirit. Copy of the last letter to the Colonial Office is enclosed.

I am, Sir,

your obedient servant,

Edw. J. Lovell

Managing Director.

Enclosures

- Dup Des 480
- " Jnl Ledger Entries
- " Clients of sales of produce ex D. Brundrit
- " Freight of goods per Pentaur
- Jnl Ledger Entries & Remarks on the
- Gen Invoice Neko £2500. 3. 2 452 detailed invoices
- Remarks on stores
- List of parcels in case No 3836
- 2nd exchange £400
- 1st do £400
- Sturgeons memo with dimensions of bales of Hay per Orchid
- Report Sale of H.W 8 bles Sheepskins ex Pentaur
- Copy of Brokers report
- Vouchers for Bertrand for his sons tuition
- Hoares Catalogues of sale 13 Feb
- Copy of lr to Dennis Co 9 Feb & their reply 13 Feb
- " " " Cooper & Stephens 14 Feb & their reply 15 Feb
- " " " Statement fr do £653.16.6
- " " " lr fr Col. Office 13 Feb & extract of Des. to Govt 31 Jan
- " " " " do to Capt. Packe 10 Dec 92
- " " " to Lanquinetti 9 Sep 90
- " " " " Col. Office 4 Mch
- " " " Brokers of sale H.W 8 bles skins ex Pentaur
- " " " Report on DH 249 bles Wool

NA	255	"	"
WC	232	"	"
HB	158	"	"
SI	51	"	"
- Plans & Specification of vessel
- Statement fr M Dean re M Hansen's of Kirklands of for Noble £3.18.0 & for Dale £22.11
- Harding's Agreement 8 Mch 93.
- Settles of sale H.W 8 bles Sheepskins ex Pentaur
- Kosmos Time Tables for 93
- Maple's list of Harding's furniture
- Copy of memo fr Browne Leveke 22 Feb
- Invoices

Bennett	£16.2.-	} fr J. J. Felton
Niggins	9.12.8	
Skilton	18.6.3	
Watson	17.16.7	
Wire Wove Co	23.12.9	} " A. Waldron
Lindem Co	15.16.4	
Maple	- 14.6	
Brown	11.10.-	" D. Smith
- Copy of lr fr Kiwan 6 Feb 93
- Letter to R. E. Nichol, Bailton, Felton, Brandron, Rowell, Dale
- Blyth & Passaic's Invoice 189 for W. Aspinall
- Benson's Inv £270. for Noble

July 31.

March 13th, 1893.

Managing Director

J. J. Ho

Per Neko.
No. 782.

61
London, 29th Gracechurch St. 13th March, 1893
E.C.

Falkland Islands Company.

Sir,

Since closing my despatch for this mail, your no. 552 per H.M.S Magpie has arrived.

2 I regret to hear that the stowing of the Concord was not quite satisfactory, a good deal of trouble was taken about it here, and I thought that every thing was all right.

3. The matter of the resignations is one into which it is unnecessary to go any further, as instructions have been sent out by the Colonial Office closing the matter. It will be rather a good thing if the Governor amuses himself with it until he goes, as he will probably not have time to appoint a new Commission. I may, however, remark that he has no right to attempt to bring the Company's name into it, as you hold your appointment, not as our Manager, but as a private resident in Stanley.

4. Par. 8. You will have heard before this that no intermediate steamer was going to Stanley in April, and I hope that you will have sent at least the duplicates of the accounts by the Sandy Point route; they have never been later than the February mail before, and we want them as soon as we can get them to incorporate them in our books. You should not allow for the mail not catching the Pacific steamer at Sandy Point, as it often happens that through bad weather on the coast the homeward bound steamers are several days late.

4. Par. 9. The low freight is, of course, only a catch, and done for effect, for no one can pretend that it is possible to take wool across, tranship it, and carry it all the way by steam for 30% a ton. This reminds me that I have heard that when Spear- ing tried to get the whole of the farmers to ship through him by promising freights at 40%. it was intended that as soon as he got the trade into his own hands to raise the rates.

5. Par. 10. We shall be glad to hear any facts as to the rumoured opposition, but you might spare us the gassy utterances of a Yankee dentist and the unintelligent babble of the public
A. E. Baillon, Esq.,

Manager,
Stanley.

houses, which is what these portentous rumours probably amount to. They get carried from one to another, and are sure to grow as they circulate. At present we can only see the prospect, at no distant time, of picking up a tug-boat cheap. When any serious attack is made we shall be prepared to meet it. Perhaps the departure of the Governor will be a blow to the promoters. At all events it is your cue to cultivate the most friendly relations with the new Administrator, and I hope that you will be successful in so doing. The sayings and doings of James Smith are beneath contempt. It is no matter to Lloyds' how long ships are kept, but it is more to the point that the Old Kensington has arrived safely at San Francisco, of which we have just heard from the Owners, who have taken up the bill under discount. At the same time I wish it were possible to do things a little faster, and in view of the Dentist's brag you might talk seriously to Biggs and Johnson on the subject.

I am, Sir,

your obedient servant,

Edw. L. Jones

Managing Director.

40984

March 13th, 1893.

Managing Director
E. L. Jones

Per Supplementary Mail via Lisbon.

No. 783.

⁶¹
London, ~~39~~ Gracechurch St. 30th March, 1893.
E.C.

Falkland Islands Company.

Sir,

I last wrote you on the 13th inst., no. 782, and have since received your no. 553 in duplicate, which arrived on the 28th inst. through Genoa. This is a case in which there has been a distinct gain in sending advance letters to be forwarded from Sandy Point by a steamer anticipating the regular boat, but it should only be done when you have confidence that the person in charge of them has intelligence enough to despatch them properly.

2.553-2. You give yourself unnecessary concern about the non-arrival of an intermediate boat; no sale has been lost and no harm has been done, and therefore there is no need to send in a protest to the head office in Hamburg. From your own showing, it seems that you are at least partly to blame in the matter, for you do not show that distinct orders were given to Mr. Schlottfeldt, in fact you say that you have steadfastly refused to give him anything in writing. In the absence of any explanation of your reason, it seems singular that you should not have done so, knowing that he is shifty and deceitful; if you put a thing down in black and white there is no getting over it afterwards, and you should bring yourself to see that the practice of conducting business on viva voce principles is not one to be cultivated without risk.

3.-Par. 5. It is rather singular that you have not heard from the German Government about your appointment, which you have probably seen gazetted in the Times.

4.-Par. 8. You shall have the most energetic support in the matter of Mr. Schlottfeldt's hostility; I have already written to say that I hope to see Mr. Staude in London this spring, as I have matters of importance to talk over with him, and I prefer speaking to him to writing on this subject. I think that you might fairly remonstrate with the man himself, and point out that as he has kept his position in the Islands through our intervention on behalf of his Company last year, it is nothing short of scandalous that he should now be siding with our enemies, and that he

A. E. Baillon, Esq.,

Manager,

Stanley.

cannot expect his Company to support him in such conduct as he seems to have been guilty of. The relations between the head offices are most harmonious; we believe that they do better for us than any other line would, and we desire to see that the representatives of the Companies keep, as far as business is concerned, on good terms, and that no feelings of private hostility interfere with the mutually satisfactory relations that exist on this side.

5.-Par.10. If you will point out any account sales that have not been sent out, they shall be supplied; but I am informed that it is the practice to send everything, and it is impossible to know to what you are alluding.

6.-Par.11. Insurances are noted.

7.-Par.12. It was understood that Mr. Blake was to bear his proportion of all the charges on the sheep, and so the cost of Holmes's passage was divided; but considering the great assistance on the voyage for which we are indebted to him, you are authorized, without hesitation, to credit him with the amount of which he complains. As to Holmes being of little or no use, Mr. Blake wrote to me from St. Vincent, "Scotty is splendid with the sheep, and spends his whole day attending to them, he is far better than any Scotch shepherd would have been." I do not see how it is possible to reconcile this with what you now say.

8.-Par.13. You will find references to the sealskins per Dennis Brundrit in remarks on accounts in despatches 748 and 754, in reply to some queries that I sent on the subject. The information sent from here was wrong as regards the weight of Hansen's lot, and it can only be settled by giving Mrs. Hansen the proportion of the proceeds that hers bears to the whole, as the skins were mixed up, and sold ¹/₄ together. For this purpose I enclose A/sales, which you must deal with by passing the amount to her credit and debiting the account that had credit for them.

9.-Par.16. When the despatch arrives I will go into the question of Carcass Island.

10.-Par.17. From this side the J.P. question looks like a tempest in a teapot; but if it serves to keep the Governor from other mischief, it will answer its purpose.

11.-Par.18. From what you say it looks as if the dental firm would end in laughing gas; but until the enclosures to which you

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London, 39 St. Gracechurch St. 189
 E.C.

Futland Islands Company.

refer come to hand we shall be in suspense as to whether the eminent practitioner has left the Colony without paying his debts.

12.-Par.19. It is to be regretted that your dealings with Mr. Kirwan appear to be still taking a conversational form, and we can only impress upon you the necessity of at once having everything in writing. I have been told that he is to be Secretary of the new firm, if it comes into existence; but as far as we are concerned with him we are not obliged to wait his convenience on the subject of the passage, and if, after being allowed time to make up his mind and pack up, he declines to go, we are clear of all responsibility. Remember that his agreement says "forthwith," and that on receipt of his six months' pay he will be out of our service.

13.-Par.20. It is necessary to draw your attention to the fact that the year's accounts have been sent, without fail, until this year by the February mail, and that this departure from the usual custom is one that will be more honoured in the breach than the observance in future. Under the special circumstances it would not be right to censure you too severely over this, as we do not suppose that Mr. Kirwan has exerted himself too much this time; but we are disappointed, and hope that it will not occur again. We sent the completed accounts on the 2nd February, 1883, and in other years had them ready before the middle of the month, so that, unless you slacked off in hopes of sending by the intermediate steamer which did not call, we can see no reason for such an unusual delay.

14. Some tallow was sold on account of our clients last week, evidently shipped by some of the sellers of mutton to the Hengist. I think that you might point out to these people that in similar cases Holmsted & Blake and Bertrand, if not others, have arranged to send the tallow to our consignment. The marks were JE.AP, and JF.

15. It is reported in the Times that the "Royal Arthur", the new flagship for the Pacific, is to call at Stanley. If you have

not sold all the Sabino's coal, I hope that you will find this an opportunity of disposing of the balance, and if there is any hesitation on the part of the Captain, do not let a matter of a few shillings in the price stand in the way. The coal cost us very little, and a bird in the hand is worth two in the bush. As soon as you are able to give us an opinion as to the fitness of the Sabino for sending home we shall be glad; if she were here now I am told that we should be able to get a good price for her.

16. In the invoice of Mr. Felton's wood shipped by "Neko" the charge for lighterage seemed very high, and I complained to the suppliers about it. They replied that it was perfectly true, but that they could have shipped ten times the quantity for the same money, as it had to go to Tilbury by water, and the land carriage would have been even more. However, they agreed to reduce the charge by one half, which, they say, leaves them no profit on the transaction. For such a small quantity surely Mr. Felton could arrange to buy from you on terms that would cost him as little?

17. With regard to what you say as to the supposed attack upon you in the matter of Lloyds' Agency, we cannot but regret that the Governor, who after is supposed to be an English gentleman, should so far have forgotten his obligations as such, and what is due from Her Majesty's representative in the way of strict impartiality to all under his rule, as to act as he has done, and we must deprecate most strongly the fact that he, as Governor, should not only have lent himself to a conspiracy to injure you in the execution of your duties as Lloyds' Agent, but that he should have been guilty of conduct distinctly discourteous to this Corporation from the very beginning to the end of his administration. I do not think that you need be alarmed on the subject of this attack; I shall be sure to hear of it if anything is done, and with the powerful influence which we shall be able to bring to bear against it there will be no fear of its succeeding. We are the only people in the place sufficiently respectable to be entrusted with the agency, and we are sufficiently useful to Lloyds' on this side in the way of providing them with information to ~~render them~~ averse to any change.

render them

I am, Sir,

your obedient servant,

Edward John

Managing Director.

Enclosures.

Dup Des. 481 & 482

" Jnl. Ledger entries & Remarks on Yes

" General Invoice "Neko"

" Remarks on Stores

" B/L "Neko"

2nd exchange £400 } from Crown Agents

1st " £400 }

Copy of Dean's Freight of £11.8.2

Dup of Sale HW 8 bales Sheepskins ex Pentau

Letter for Harding p. Col. Office

Copy of Kosmos freight of £9.19.5

Extract of letter for Kosmos Co 2 Mch 93

Journal Ledger Entries & Remarks on Yes

Mail Tables for Office & distribution

Settles' of Sale H 99 Sealskins in D. Brundit £24.9.-

Blinto Invoices "Neko" A. Waldron £18.5.3

D. Smith 19.14.-

J. J. Felton 96.14.4

Freight Yes " H. Harding 23.11.8

H. Spearman -.9.4

Letter for R. E. Nichol (C), A. E. Baillon

1893.

March 30th, 1893

Managing Director
Falkland Islands Co

Per "Osiris" direct.

No. 784.

⁶¹
London, ~~29~~ ³⁰ ~~Greenchurch St.~~ 9th May, 1893.
E.C.
Falkland Islands Company.

Sir,

Your despatch no. 554 per "Tanis" arrived on the 14th ult., and I now reply to your remarks on the year's accounts.

While the Board are pleased to see such a good profit resulting from the year's operations, there are certain details in the accounts that call for examination and criticism.

Increase in profit over 1891 is not as great as it appears, for there was a quantity of produce belonging to the latter year that was realized too late to come into the Stanley accounts, and consequently, when this is allowed for, there is practically little difference.

Farm account does not show the steady increase claimed for it, for when this produce is deducted the profit is actually less, notwithstanding that the total realization of produce was £1938 more than in 1891. This would appear to show that there has been an increase in the working expenses, and an explanation on the point would be desirable; it is hoped that it is due to some exceptional circumstance, and not the result of more lavish expenditure. It is not a fact that prices of wool were higher than in 1891, the fact being that both in weight of fleece and price there was a falling off. The sheepskins shipped in November always come into the following year, so there is nothing exceptional about them.

Store. The profit shown is satisfactory, especially having regard to what you say about the absence of coal sales. We hope that the detailed accounts of stock are on the way.

Buildings. It is necessary to point out that the expenditure under this head has been far greater than was anticipated, and without some good explanation it must be regarded as excessive. The average expenses on repairs during the five years 1886/90 were £481.5.4, while you have spent in the last two years £790.1/ and £1135.2.8 respectively. You say that all the buildings in

A.E. Baillon, Esq.,

Manager,

Stanley.

Stanley are now in a thorough state of repair; but will you state which of them were so much out of repair as to cause such an unusual expenditure upon them? The new house for the Blacksmith has cost altogether too much, being, with £157 charged last year, £1057 in all. We wish to house all our men well; but you must look upon £500 as the limit to be expended upon any one house, and the outlay on this one is altogether too extravagant. It is difficult, in fact, to see where the money has gone, and it raises the idea that possibly the materials and labour, after all, have not amounted to the sum charged, but that a portion of the general expenditure upon buildings may have been added to it, so as to reduce the sum that has been spent on this account during the year, and thus reduce the amount to be written off to Profit and Loss in your books. This is, however, only a surmise, and we should like to have a detailed account of this building, so as to see how the money has gone. I may mention that last year we wrote off at once £700 from the £1407 charged for new buildings, and that this time Chaplin's house is reduced to the value of £500 in the year's balance sheet, so that if there is any idea of bolstering up the profits by over valuations, it is a mistaken one. With regard to the addition to the Blacksmith's shop, costing £800, please give particulars, and explain how it is that a building that cost £900 in 1889 now requires an outlay of nearly as much again, in addition to £250 spent upon it in 1890. A much stricter supervision must in future be exercised by you over the expenditure, and you must carefully scrutinize all requests made to you for repairs or additions before sanctioning them.

Interest and Commission account. If you will examine your explanation about the falling off in this account, you will see that as the whole of the Old Kensington's account passed through the books during 1892, the return of half the commission cannot affect the account, as it would have done if the whole had been credited in 1891 and half returned in 1892. As a fact, the commission earned on ships in 1892 exceeded that of 1891 by over £128.

Company's Shipping & Schooners. This is satisfactory as regards the former, and the schooners' accounts might have legitimately been increased by at least a moderate estimate of the sal-

vage coming to them, if you were not able to settle the affair right off. Had this been done, the earnings of the Hornet would have been higher than for many years. But it does not signify, as the profit will be shown in the present year's accounts.

Sabino's coal account. I am afraid that owing to your anxiety to show a favourable return of this venture, you have considerably over-valued the stock remaining on hand, and consequently arrived at a profit that cannot be regarded as correct. There is, in fact, no doubt of it, for, according to your returns, which show sales to the amount of 682 tons, there could only have been 1133 tons left onboard, if I am right in putting down the original quantity at 1815 tons. The cargo cost £2000, and, allowing £30 for the value of 30 tons of pig iron, the 1815 tons cost £1970, or 21/3 per ton. Bearing in mind that you were told to estimate the cost of stock carefully, the proper way would have been to write off 5%, or 56 tons for waste, and then value the balance, 1077 tons at 21/ per ton, which, with the 30 tons pig iron, would have brought out the stock on hand at £1160.17/. instead of £1710, the amount stated, which on the face of it is absurd. This reduces the profit on the account to £617.18.9, and you have to erase the error, and alter your Profit and Loss statement according to directions sent with this. In connection with this, I must point out that it is not the desire of the Board that you should in any case strain the profits unduly, an instance of which may be found in your having charged other branches of the Establishment 60/. for coals, which we are selling to the Kosmos Co. at 35/. and to the Admiralty at less than you have charged the Establishment. In such cases our own property should always receive the most favoured nation treatment.

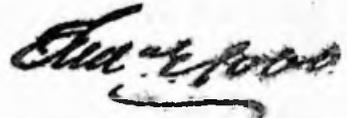
Sundry Debtors. It is satisfactory to see that some of the accounts which were looked upon as rather shaky have been reduced in amount; but you will readily understand that it is not in all cases an unmixed advantage to see large balances standing to the credit of our constituents. The accounts which pay us best are those in which it is the practise to draw the year's profits regularly, and receive advances to be covered by the following clip; but how these accounts are administered is a matter over which we cannot pretend to exercise any control.

Generally speaking, you will understand from the foregoing re-

marks that, while the Directors are always prepared to expend money liberally in case of need, and wish to do all that can reasonably be expected of them in advancing the moral and material welfare of their servants, they are resolutely opposed, whatever the profits of the Company may be, to waste of any description. You are to bear in mind that the position of the Company is sufficiently assured to cause them to set their faces against the declaration of any profit which is not thoroughly genuine, and so it should be your care to see that valuations made are strictly correct, leaning rather in cases of doubt to depreciation in preference to inflation of the profits. And you must not forget that any statements and figures that you may send home will always be subjected to a rigorous examination, and that you should therefore avoid advancing any that cannot be supported.

I am, Sir,

your obedient servant,



Managing Director.

10/5/44.

Aug 9th, 1893

Managing Director of
The Falkland Islands Co

Per Osiris direct.

No. 785.

61
London, 57A, Gracechurch St. 23rd May, 1893.
E.C.
Falkland Islands Company.

Sir,

My last despatch was dated the 30th March, via Sandy Point, and I have since received your no. 555 per Tanis and 556 per H.M.S. Sirius, which arrived on the 14th and 25th ult. respectively.

2. 555-1. The tallow market dropped for a time as suddenly as it rose, but is now looking firmer with advancing prices, so we may yet do well with this year's shipment. From what you say about the Concord, it seems as if you might do better than chartering in Montevideo, and if so you are quite open to make any arrangement you please with the Captain, as I have been careful not to compromise you with Humphreys as regards a charter in Montevideo. Possibly, in consideration of the unfortunate accident to the Castalia, reported in your telegram which we received on the 4th inst., you may have found it desirable to make a special charter with Capt. Olsen to bring in some of the distant wool while he is waiting for the tallow. The Concord is, of course, too large for us, but probably he would be glad to take a moderate freight per ton, in preference to coming home in ballast.

3. Par. 2. The peculiar way of dealing with our mails at Sandy Point was a common occurrence some years ago, and the probability is that the drunken postmaster who used to be there has returned to his duties. I have written to the Post office on the subject, and an enquiry is promised.

4. Par. 4. There ought not to have been any difficulty in settling with the crews of the schooners engaged in wrecking the Dennis Brundrit; from your account the two vessels seem to have made a great deal of money, and you had better settle liberally with all. Mc. Lauchlen ought to have £100, and you might pay the men concerned double or treble pay, according to what you think their services were worth, which you can judge better than we can on this side. If men were actually engaged at 6/. a day, without any promise of a share in the salvage, I do not think that they

A. E. Baillon, Esq.,

Manager,

Stanley.

42.

are, strictly speaking, entitled to anything, though they would be if they were on ordinary articles; however, you need not let this stand in the way, but pay them well for the work they did. I should advise you to keep to yourself the sum that you pay Mc. Lauchlen, or the two Captains may be inclined to press for more than you ought to give them. You might divide a sum up to £200 or £300, and be sure when you pay the money that you get receipts stating what it is for, so that you may have no after claims. The balance will remain to be divided between the two schooners, and, unless you see a better way, I should divide it according to the time each was employed on the salvage. There is no doubt that the Underwriters have some reason to complain of the enormous cost of this salvage, and, as I have said before, we may have some difficulty in doing our insurances at all in consequence. One third, or even one fourth would have been ample.

5. Par. 5. Humphreys & Co. write that they have received particulars from you of the vessel required, but are unable to find one at present. I do not understand why you ask for one to be down at the end of the boiling down season, instead of having her on the spot when it is half over. Assuming that the work begins in March, surely there would have been no risk in asking for her at the end of April, seeing that a ship sent down never arrives as soon as she is expected, and even if she did, there would be a month's tallow or more to go on with. To have her arrive after the tallow is all ready seems an unnecessary waste of time.

6. Par. 6. Your remarks about Kirwan have been read and approved, and really there is not much to say except that we may congratulate ourselves upon having got rid of a scoundrel. In paying him the £10 on account of his guarantee, you ought to have remembered that as we are actually out of pocket over his salary up to the end of August, he had no reason for ~~the~~ request he made, and with which you complied, but, no doubt, it escaped your attention at the moment. You have taken quite the correct line with regard to his passage money, and I have told the whole story to Mr. Staude, who will take care that no tricks that Mr. Schlottfeldt may play with regard to this matter will prejudice us. It is very much to be hoped that sooner or later everthing will come out about his treachery, still more so because it will compromise the Governor so completely. As to Foster, we may safely leave him to work out his own exposure, if you have not managed

61
London, 57, Abchurch Lane,
 E.C.
Falkland Islands Company. 189

to let drop what you know about him. I have taken care to tell all to R.Goss, who goes out by this mail, so I fully expect that if Foster keeps his ears open, he will hear something not to his advantage. With regard to his assertion that he was going to communicate with a Director of this Company, the whole of the Board disclaim the honour of his acquaintance. The letter to you is insolent in the extreme; you should have no hesitation in dealing with such a man in the most summary way, and had you given him an hour to settle the account under pain of being summoned for it, you would have done quite right. With such people always carry things with a high hand. If either Foster or Kirwan has any account open with the Company, close it at once, and decline all further credit. The Board appreciate the assistance rendered to you by Mr. Spearman, and in connection with this, I have to remark that they have no desire that you should be overworked, or find it necessary to prolong your office hours beyond what is reasonable. It has appeared at times lately that you have been subjected to an unnecessarily severe strain, and if by retaining Mr. Spearman in the office you can lighten your own labours you are quite at liberty to do so.

7.Par.8. The Board have been disappointed in not selling a quantity of coal to the Whalers; I wrote to Mr. Kinnes to enquire why such a small quantity had been taken, and was informed by him that the price was prohibitive, and that several of the Captains had complained of the exorbitant charges in Stanley. You would have exercised better judgment if you had ascertained what price would have tempted them, and then let a quantity go, for at the cost to us you could have made a fairly good profit at much less than 55/. and we should have known sooner what to do with the ship. Always remember that a bird in the hand is worth two in the bush, and that, in our position, it is not well to let an impression get abroad among shipping people that we put on the screw too much.

8.Par.9. The amount to be charged for Mrs. Dale's passage was mentioned to you so that you could include it in his account at the time; but under the circumstances the Board are happy to

waive it, having been anxious to do something towards assisting in lightening the expense incurred by Dr. Dale, if an application had come before them to which they could have acceded.

9. Par. 11. If the wrong freight was charged to Weddell Island you must make it right in your books by retransferring the difference.

10. Par. 13. I enclose copies of some letters on the subject of the jetty, from which you will learn that the Colonial Office have decided the question in our favour, and appear to have ignored the very absurd report made by Captain Lang. It is a pity that the Snowsquall is opening out, I am afraid that you have allowed the beams to be cut, which would have the effect you mention. You must try to make her as little unsightly as you can, would it be quite out of the question razing her to low water mark, and not make any use of her at all for fastening the stringers of the jetty? If you could plant piles or a crate in her bottom or through her you would hardly want the enormously long pieces, which as I understand it are intended to pass over her altogether. The matter must be left to your judgment, assisted by Biggs, as I do not understand the position sufficiently upon your explanation to give any advice. The wood asked for goes out on the deck of this steamer, and all I can say is that, as it will in any case be a costly affair, you must be careful not to spend any more than you find absolutely necessary to make a good and permanent job of it.

11. Par. 14. I wrote to Mr. Wingfield last month asking whether the matter of Carcass Island would be left for the decision of Mr. Melville, as in that case it would have not been necessary to trouble him about it; but having waited for more than three weeks without receiving an answer, I wrote again, enclosing a copy of the Counsel's opinion on the right to take seal in the open season, and also sent a copy of all the correspondence and documents to a Member of Parliament, who is acquainted with Mr. Blake, and I am glad to say that he has written promising his active assistance, so I have done all that I can in the interests of Mrs. Hansen.

12. 556-3. We hear that owing to a breakdown on the West Coast it will be impossible to send an extra steamer before the May boat; these accidents cannot be prevented, and probably owing to

the former. You say that he is hostile, ^m attempts to injure us, persistently works against us, that he and the Governor are inseparable, you are "convinced" of this, and feel certain" of that, but you give no proofs of what you allege, and you must not forget that an ounce of fact is worth a ton of theory. However we made out the best case we could to Mr. Staude, and his agent will certainly be told that the retention of his place depends upon his behaviour. We have one fact against him of which the most has been made, that is the disgraceful way in which he treated the passengers who had engaged berths long before it was known that the Governor was going by the Tanis. About this Mr. Staude has promised to make the strictest enquiry.

19. Mrs. Bonner was in London some weeks ago, and I advised her to have some furniture she was buying at Maple's sent to your care, so that it can be forwarded by the first chance to her son.

20. At the recent wool-sales we got very good prices again, and so far our average has been higher than since 1884.

21. The Governor arrived by the Tanis; it is hardly necessary to mention that he has not honoured us with a visit, and, on our part, we are not consumed with a desire to meet him. It is understood to be unlikely that he will return to the Colony, but I cannot at present speak with any certainty on the subject.

22. If you have not already sent off the indents for our constituents for shipment by our new vessel, do not fail to get them forward without any delay. If they are here in time, I hope to despatch her earlier than usual, so that she may have time to bring in one cargo of wool from North Arm for the January mail. It has been decided that she is to be called the Thetis.

23. I have been in treaty for a Blacksmith from the Clyde, where Captain Patmore is superintending the building of the Thetis, but it has fallen through. I hope, however, to be more successful before the ship is finished. You do not state where you intend to house him, and if you have to build you are not to put up another thousand pound house. What arrangement have you made about transferring F. Hardy to Cressard's house, or for dropping the payment of rent for the cottage he was living in before you had another to offer him? Could it not be arranged, if you want more houses for our men, to make one or two dwellings in the block of Marmont

61.
London, 39 St. Gracechurch St.
E.C.

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Fulham Islands Company

the Castalia's misfortune it may relieve you of some embarrassment..

13. In case of having any large ships' accounts in future it will be better to make up the amount by drawing several bills, none of which should be for more than £2000. The Old Kensington's might have very well been divided into four.'

14. I have seen Messrs. Sage & Sons about the Sissie, and they have given a rough drawing upon which they wish marked all the dimensions and particulars they ask for, and this must be done very accurately, or there may be trouble in future. When you return this we shall decide what to do.

15. You will observe from some of the account-sales sent with this that the valuations given by you for insurance are in several cases absurdly low, and in case of an accident the owners will very much regret it. When it is left to us we take the value of last year's bales in every case, and allow a fair margin, having regard to the state and prospects of the market. In some instances the wool has realized nearly double the amount it was insured for.

16. We have chartered the Jonas Lie for coals out from the Tyne towards the end of next month. She will have the Brancepeth coal you ask for, but rather more, as there is some advantage to be gained by increasing the quantity. It is also stipulated that she is to carry a certain quantity of measurement cargo if required, as your order for sheep-dip may be home in time, and there is always a difficulty about this.

17. On the 11th October you were instructed to ask the Government formally to give us a general order to get silver from the Mint when we want it. All that was necessary for you to do was to ask for it, and if refused we should have known what to do. We are now patiently awaiting this order.

18. Referring to your despatch 553-8, on the subject of Mr. Schlottfeldt's alleged hostility to us, we have seen Mr. Staude, and informed him of what you say, but I am bound to point out to you that your complaints, though they may be founded on fact, are too vague and shadowy to form any distinct charge upon against

Enclosures.

- Dup. Des. 783

" Jnl Ledger Entries & Remarks on $\frac{d}{c}$ " Freight $\frac{c}{d}$ Neko

" Clients Invoices "

1st Exchange £400 on Crown Agents2nd do £400 " doLetter from Sage Sons 10 April & plan of Steam launch
~~copy of Du Croix's letter 14 April~~

" " letter to Post Office 11 & 18 Apr. & their reply 19 April

" " " " Col. Office 24 Apr & 14 May

" " " " do 2 May & our reply 3 May

" " Extract from Senior Naval Officer's letter to Cook

" " Dean's Freight $\frac{c}{d}$ £50.15.9

Duplicate receipt from G. M. Dean for £185

Extract from Kosmos letter 28 Apr 93

List of Cargo per Oiris

General Invoice £2674.11.11 & detailed Invoices

Remarks on stores

List of pcls in Pearson's case N^o 4025Journal Ledger Entries & Remarks on $\frac{d}{c}$ Kirkland's $\frac{c}{d}$ 18/- for Dale

Harrison's " 13/- " Noble

W^o Pearson's " £11 " FeltonMiss Topp's School $\frac{c}{d}$ " do £42.14.11

do do " Bertrand 48.18.6

Bryer's do " Felton & Bertrand & Doctors' $\frac{c}{d}$ for Felton

Stocker's Invoice " Stickney 5/-

Rowell's do " do £1.2.6

Pawson's do " do 24.6.1

Hindley's do " Felton 33.13.9

Tyle's do " N. & B. 3.16.6

Croust's do " do 3.14.0

Sander's do " King 9.18.6

Blanch's do " Hansen 11.13.6

Letter for Nichol, W. Hanam, Capt. Willis, Schlottfeldt, Dale,

do " Dale from Zoo Society Baillon, King, Nichol.

do " N. Pette " do

Promissory Note from J. Hanning for £118 for R. McCall's signature

Charter party of "Jonas Lie" dated 3 May 93.

Du Croix's Wool Circulars 13 Apr & 3 May

do " Catalogues of sales 8 & 26 April in case

Hoares " do " " 14 April N^o 4025over

Copy of Brokers' % Sales of Wool sold 8 Apr ex Johnes

.. do .. 26 .. " Janis

" Sheepskins .. do

do do Credit Notes DH Wool ex Johnes £1. 1. 7

SI do .. do .. 10.-

WC do. Janis 1. 10.-

do do Debit Notes F Sheepskins ex Pentaur 3. 3.-

do Settlers' % Sales H 99 Seal Skins ex D. Bunnitt

SI 57 bles Wool .. Johnes

IB 158 .. do .. do

.. .. 11 .. Sheepskins .. Janis

H+B 8 .. do .. do

SI 4 .. do .. do

H&C 3 .. do .. do

Settlers' % Sales in duplicate

WP 3 .. Wool .. do

EN 30 .. do .. do

H 35 .. do .. do

.. .. 6 .. Skins .. do

WP 6 .. do .. do

Copy of Settlers' % Sales

IB 109 .. Wool .. do

SI 60 .. do .. do

H&C 96 .. do .. do

Z 100 .. do .. do

Copy of Reports & Contracts of Wool & Skins ex Janis

Contract & Report on

WP 14 bles Wool .. do

EN 30 .. do .. do

H 35 .. do .. do

.. .. 6 .. Skins .. do

WP 6 .. do .. do

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London, 79A. Gracechurch St. 189
 E.C.

Falkland Islands Company.

Row, without incurring very much expense? They would be too far for any of the men working at the East Store, but would do for some of the others.

23. Since beginning this despatch I have received a letter from Mr. Strachey, M.P. for South Somerset, telling me that he has seen Mr. Buxton about Mrs. Hansen's affairs. He says that from what he can gather the difficulty is not about the lease or the killing of seals, but that a cargo of skins was shipped without declaring them, and that this has raised another question. He adds that Mr. Buxton is not at all unfavourable to Mrs. Hansen, and you will therefore see that if things go against her it will be due to the ill-considered step you took in making an incorrect declaration, and ought to serve as a warning that anything you do either on our behalf or anyone else's should be capable of standing the closest inspection.

I am, Sir,

your obedient servant,

Edw. J. Love.

Managing Director.

July 85.

August 1, 1893.

Managing Director
of the Auckland Island, Co

Per Supplementary mail via Lisbon.

No. 786.

61
London, St. Dunstons Church St. E.C. 10th June, 1893.
Falkland Islands Company

Sir,

My last despatch went per "Osiris" on the 23rd ult., and I have since received your no. 557, which came to hand on the 29th ult., as well as your telegram -Herodot Spottpreis -which arrived on the 26th.

2.-557-2. We are much concerned to hear of the serious accident to the Castalia, but gratified to find, as was at once guessed, that it was no fault of Capt. Rowlands', to whom please convey our very sincere regrets, with the assurance that we know that he did all that lay in his power to avert the catastrophe. We can say little more about it until we know whether she can be rendered serviceable again or not; but I may mention that we have had the Zelia offered to us by Mr. Townsend for £1000, which, considering her age, is probably a great deal too much, as well as the Ianira, by Inman, of the same age, and said to be the sister ship of the Castalia. If it unfortunately turns out that the latter is a total loss, wire in as few words as possible what you think of the Zelia, if you think it should be entertained at all, or, if not, and Captain Rowlands is willing, send him home at our expense, so that he can select and fit out the schooner to replace her, for it stands to reason that a schooner we must have, and one got ready under his superintendence would have every chance of being more useful than if he were not at hand to advise. He must bring home the chronometer, and in any case it will be a useful guide if you send the Castalia's inventory. If a total loss, be sure that all the papers are strictly in order, so that we may have no difficulty in settling with the Underwriters.

3. Par. 3. Mr. Kinnes has sent a cheque for the Diana's account.

4. Par. 4. The Board has decided to do the necessary repairs and alterations to the Allen Gardiner for a small trifle over cost price, and in the absence of certified accounts the Society has accepted a draft for the cash payments shown in your journal

A. E. Baillon, Esq.,

Manager,

Stanley.

entries, leaving the balance of the account to be adjusted when the vouchers arrive. It is the desire of the Society that the accounts shall be settled as nearly as possible quarterly, and for this purpose I have asked the Secretary to instruct the local Superintendent to certify to them when sent out by you, instead of waiting for his visit to Stanley. I apprehend that the reason for the long intervals has been that you have not had an opportunity of seeing Mr. Whaits. The Secretary mentions a credit that should have been given for some potatoes, that do not appear to have been dealt with yet in your books.

5. Par. 5. The two title deeds are to be sent home to be placed with the others at our Bankers'.

6. Par. 6. The Whale produce shall be insured, but is not Mr. Waldron taking rather a hopeful view of its value?

7. Par. 7. You will have heard before this reaches you that the license given to Luchtenborg is to be cancelled, and the money returned. I enclose some correspondence on the subject, which did not reach me in time for transmission by last mail. It was remarked at the Board that although you did not, as you say, make a false entry of the sealskins, you ran very near the wind in having them described on the Bill of Lading as hides, and notwithstanding that the Bill of Lading was made out with the concurrence of Mr. Schlottfeldt, the fact does not clear you of the attempt to mislead the Government by concealing the fact that the sealskins had actually been shipped, but only shows that you had him in the same boat with yourself. It was an error of judgment, and there is no more to be said about it; on a similar occasion, should it occur, the right way would be to brazen it out, and to hold the Government responsible for any damage or loss caused by their illegal action.

8. 8 & 23. The Board are quite satisfied with the correspondence with Kirwan, and do not anticipate any further trouble with him, as he has undoubtedly forfeited his passage. With regard to your remark that you could not give him his salary in writing, I have to point out that it would have been better to pay him the salary and write him a letter at the same time clearly expressing the terms of his dismissal; had this been done the fact would have been on record in case of any after proceedings, though it does not appear that anything of the sort is likely to crop up.

9. Par.10. It will be necessary to await with patience the course of events in connection with the land question; I should think that the lessees will be inclined to ask leave to defer replying to the circular until the effect of the surrender of bog made by Captain Packe and others is seen; for if those blocks are not snatched up, probably the Administrator will be able to say fairly that the demand has been exaggerated, and that it is not necessary to take land which is not wanted. Every one knows, as a matter of course, how hollow the agitation is, and that you are right in saying that these small blocks cannot possibly pay; it could be seen at once on reference to Bender's account, for instance, and he has always had peculiar opportunities as a sheep-stealer that would not be possessed by anyone farther from Stanley.

10. Par.18. In further reference to the Bill of Lading for Sealskins, we should like to know whether the entry was not made as usual shortly after the departure of the steamer, but with the value left to be entered after realization? This used to be the course pursued invariably, and in case anything more should be said about it by the Colonial Office, it is desirable that we should be possessed of all the facts.

11. Par.20. We shall not feel easy until we hear that Mr. Humphreys has succeeded in chartering a vessel, as he wrote lately that he feared that it could not be done, but would wire in a few days if unsuccessful; this he has not done, so we hope that he has found one. The date you give for the ending of the boiling down season condemns your idea as to the time she should be at the Islands, for if all the tallow was to be ready soon after the middle of May, the end of April would not have been too soon to have her in Stanley.

12. Par.23. Once more referring to Kirwan, do not let an opportunity escape you of bringing out everything that has hitherto been kept quiet, especially if you can manage to compromise Goldsworthy. For instance, you might, possibly, be able to find out that the latter had information that he could only have got from that page in the letter book that had been torn out and replaced.

13. Par.25. The question of buying the Customs shed is worth considering; find out what Mr. Melville wants for it, confer with Mr. Nichol as to what could be done with it, get, if you can, an of-

fer to be submitted to the Board, and we will decide whether it is worth while ~~even~~ accepting it. You might fairly point out to Mr. Melville that abandoning the idea of having a Custom House through which all goods have to pass will avert unpleasantness in the future, for the position that we should take, in the event of Sir R. Goldsworthy's intentions being carried out, would be that we spent £2000 in the purchase of the jetties, which were understood at the time to be used mainly for the purpose of landing our goods direct from the steamers, after passing inspection on board, and that the Government, after taking our money, could never be so dishonest as to deprive us of the privilege that we bought so dearly; they would, in fact, lay themselves open to a charge of obtaining money under false pretences.

14. Par. 26. We know nothing of the result of the salvage of the St. Mary and Concordia; but would like, as mentioned before, to see the former out of the books. Was there not a fair amount of salvage on her?

15. Par. 30. If I had known about Goss's proceedings I might not have let him have the advance he asked for before leaving; but he showed me Dean Brandon's receipt for £400 left in his hands, and as a large customer of ours I thought it right to oblige him. I am, even now, in doubt whether it would have been politic in the long run to refuse; we know that people who come home always take something out with them to help to pay the expenses of their trip, and Goss is no exception. If people have the money, we are not in a position to take exception to anything of the sort. As to prices, the matter is in your own hands, and you should insist upon controlling them; you know as well as I do that our excellent man, Turner, is saturated with the narrowest and pettiest shopkeeping spirit, and there can be no wonder, if pricing is entirely left in his hands, at people complaining of things being too high, or at an increase of personal importations and small Storekeepers. Prices in these times should be cut as close as possible, and then the general public will be less inclined to import for themselves. The Stanley business in itself is not large at any time, and you can easily have a general revision of prices that will knock the heads off the mushroom Stores that seem to be sprouting up on all sides.

16. Par. 32. I mentioned, writing from memory, that the Kosmos

had had a breakdown on the West Coast; I should have said that through political complications the steamer had been so much delayed as to prevent her being in time to go to Stanley. Your remark that the Kosmos Company have "played us the same trick" is to be deprecated; they might just as well say that we had played them a trick by stranding the Castalia on Weddell Island. As to the mails via Sandy Point, I will give you some facts for your own consideration. The Kosmos Company have for years started their boats every 14 days from Hamburg, -every other Saturday. The Pacific Company for a less number of years have started their boats from Valparaiso every other Saturday, arriving at Sandy Point a week later. The Kosmos boats cannot get to Sandy Point after calling at Stanley until the Sunday. How will you remedy this? If you like to suggest that the mails should come by the boat leaving Hamburg a fortnight earlier, they will just miss the previous Pacific boat. When the Pacific boats left Valparaiso on the Wednesday there was time to catch them at Sandy Point; but I fail to see that because a few years ago they altered the date of their sailings, while the Kosmos stuck to theirs, the latter are to be accused of making a bid for all the passenger traffic. If you like to ask either Company to alter their sailing dates you can remedy the thing at once; but I would rather you did it than I. Of course when a motive has to be found, the worst one is always adopted, besides which we are not unconscious of the fact that your views of the Kosmos Co. are rather affected by the love that you bear their agent. If you find it hard to dissemble this love, you must bear in mind that the Board consider that on the whole they do better for us than any other line would, and that their desire is that you should at all times give them the same support that they receive from us on this side.

17.Par.34. Mr. Felton's order was at once sent to Barkers, with the necessary instructions as to shipment by the next outward boat.

18.Par.35. I have written to Messrs. Humphreys that it is most unlikely that the Malvinas could be made to pay her expenses, and that we do not wish to buy her. The idea of using her for "an improved mail service" is too absurd to be thought of. Surely it cannot be forgotten how very small the Colony is, and how fortunate we are to have a steam mail service at all.

19. With reference to the cost of goods into Store, I have to draw your attention to the freight and expenses on the wood shipped per Osiris from Watson, which amount to nearly 50 % on the invoice. I disputed the measurements, but could not make out a good case, as the suppliers were vague on the subject, and I had to pay. If it had not been for the long pieces required for the jetty I would have kept this wood for the next sailing vessel.

20. The Jonas Lie has passed Dover on her way north, and will probably be at Newcastle in time to load on the 15th. I shall ship the salt and sulphuric acid asked for if I can get them at a reasonable price, and Robson's dip will go in her.

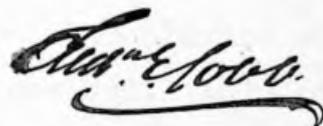
21. In writing about Goss I omitted to mention that his father-in-law, Belcher, has been here with the draft for £100, which he has given up to us against the advance of £150; this you will see in the accounts.

22. Although the General meeting has not been held yet, I send you a copy of the Report and accounts for last year, and you will not be sorry to see that we are distributing 25 %. A copy will also be sent to Mr. Nichol, but it will be just as well that you should keep the result to yourselves, as we are not anxious just now that people should think that we are doing too well. Of course there will be no harm in mentioning the dividend in the office, but it is not desirable that it should go farther.

23. The Thetis is reported to be plated, and will be launched this month.

I am, Sir,

your obedient servant,



Managing Director.

Enclosures.

Dup. Des. N^o 484 & 485

do Gen. Invoice "Osiris"

do Remarks on Stores

do List of Cargo

do " " Parcels

do Journal Ledger Entries & Remarks on $\frac{1}{2}$ cs

do B/L "Osiris"

2nd Exchange £400 from Crown Agents

Kirkland's $\frac{1}{2}$ £1.10.6 30 May 93.

Client's Invoices & Freight $\frac{1}{2}$ cs Osiris in duplicate

W. Hansen £12.4.6

Armstrong 13.9

Holmsted & Blake 8.4.5

J. J. Felton 38.8.1

Bailon Stickney 1.11.2

King 10.18.4

Morton's Invoice for Robson 4.8.11

Copy of Invoice & Freight $\frac{1}{2}$ cs for Bailon Stickney 28.3.7 collected here

" " letter from Col. Office 25 May & extract of Despatch to
Officer Administering Government

Remarks on Stores

do " Stock Returns for 1892

Report June 1893

Journal Ledger Entries & Remarks on $\frac{1}{2}$ cs

Letter to R. E. Nichol

1st Exchange £400 from Crown Agents

1896.

June 10th, 1893.

Managing Director of
The Falkland Islands Co

No. 787.

Per Abydos direct.

64
London, ~~19th~~ 17th July, 1893.
E.C.
Falkland Islands Company

Sir,

My last despatch, no. 786, was dated the 10th ult., and your nos. 558/9 arrived per Herodot on the 26th id., as well as your letter of 20th May, duplicates having been received on the 23rd.

2. 558-4. You have done the right thing under the circumstances in not pushing your opposition to the proposed Volunteer Ordinance, although it is quite an absurdity. My view of the matter is that the Committee on Colonial defence knew nothing about the place or the people, and simply included the Falklands with other Colonies, without taking into consideration the special circumstances. The number of inhabitants is too small, the spur of patriotism is wanting, and the temper and habits of the people are not likely to be conducive to the success of the movement. Every one who has had any experience of the place knows that projects unconnected with horses and dogs are taken up and dropped as soon as the novelty wears off, and there can be little doubt that as soon as they are tired of peacocking about in uniform the members of the corps will one by one drop off, although the energy of the commanding officer may cause the thing to hold together longer than it otherwise would. In making these remarks I am expressing my private and personal opinion, which, however, I am confident that time will verify.

3. Par. 6. The South American Missionary Society will in due course meet the account that you have forwarded.

4. Par. 7. The maker of the leather jackets has promised to send over some in time for this steamer. I have made enquiries, but find that they cannot be obtained in London, although there are some people who say that they can make a much superior article for an advance on the price quoted by Soderberg. I should have said Swedish not Norwegian.

5. Par. 9. It is satisfactory to hear that the Store sales are keeping up, and your proposed action with regard to a revision of prices is highly approved.

A. E. Baillon, Esq.,

Manager,

Stanley.

6. Par.10. The letter to which you refer stating that the Administrator is unable to grant a general order for the shipment of silver coin was not found enclosed, and there is evidently a misconception on the subject that must be removed. It is absurd to talk about our being "allowed" to import silver; we shall do it whenever we wish, as we have for years. The facts of the case are these; -until 1891 we imported silver from time to time, but in that year Mr. Coleman was informed that it could be sent free of expense (freight, &c.) from the Mint through the Crown Agents upon an order from them, and this order was actually procured without the intervention of the Colonial Government for the first shipment or two; but in September 1892, owing, I believe, to the kind (?) intervention of Sir Roger Goldsworthy, we were informed that we could only get the order upon the ^{requisition} intervention of the Governor. I believe that it was only a piece of nastiness on his part, the effect of which would have been that in sending out silver without going to the Crown Agents we should be saddled with the expenses. If the refusal were prohibitive I can understand the Governor wishing to have a voice in it, but as we should, in any case, send silver and not gold, there does not appear to be any valid reason for the objection, and all I want is to be placed in the same position as before the Governor's unnecessary interference. Probably if you were to explain the matter to Mr. Melville he would raise no objection, for he can have no personal animus against us to lead him to wish us to be put to greater expense than necessary. We cannot keep gold in the Colony, and as we always are willing to give bills to those who wish to make remittances, the Government ought not to interfere. Naturally we do not want to send out more cash than there is need for, and as you seem to have asked for £2000 under the mistaken impression that we cannot ship less, I have arranged to make the total remittance that sum, including a draft for £600 from the Crown Agents.

7. Par.12. I have already provided you with the facts as to the sailings of the mail steamers, and await your views on the subject, which I will duly submit; if they are sufficiently practical, to the Managers of the steam lines concerned.

8. Par.14. The news about the Castalia is not cheering, and I am afraid that the Underwriters will say that too much expense has been incurred before ascertaining the probable cost of the

repairs. I question whether Biggs was justified in incurring the great expense of pumping before making some kind of an estimate, or assuring himself that it was likely to be efficacious, and as it turns out this money was quite thrown away. When there is any likelihood of repairs costing a sum exceeding the value of the vessel when repaired, it becomes at once a question whether the most prudent course would not be to condemn her, and save throwing good money after bad. In this case there should certainly have been an estimate before Biggs went out a second time, and it is disquieting to find not only that this estimate is wanting, but that the repairs will be heavy, especially if she has to go to Montevideo to be docked. I am afraid that you have not sufficiently considered the fact that you and Biggs look upon the case, or should do, from two different points of view; you on behalf of the owners and underwriters, while he represents the mechanic who wants to turn as many honest pennies as he can out of the job. And I should add, although it may be too late in this case, that, if one of our vessels has at any time to be condemned, you ought to take every care that no one can possibly buy her to refit her as a vessel. She ought not to be sold as the Hadassah apparently was, but should be stripped most thoroughly of everything, which should be sold piecemeal in Stanley; her rudder ought to be taken off or disabled, and both masts brought in and sold separately. It does not do to hear of a vessel being condemned, and then bought and refitted, as it always leads to a suspicion that everything is not as it should be. The underwriters on the Edith Waldron said that it would have been much better for them if she had been condemned outright instead of being repaired, and as I am told that they paid 140 % on her, there is no doubt reason for their dissatisfaction.

9. Par.16. I suppose that you mean that the Storekeepers overlooked the stock of Cooper's own dip in the Great Britain, not any belonging to us which ought to have been included in the return?

10. Par.17. The Board are much obliged to Mr. Spearman for his loyal assistance, and were prepared, as you know to sanction his permanent engagement, if you had thought it desirable. I will write to him as you suggest, and I have already expressed our satisfaction to his mother.

11. Par.18. The Board have discussed the question of boiling down, but are not prepared to make any alteration in the terms for taking those outside sheep, as they consider that the owners

cannot complain of a charge which is less than the cost to us of boiling down our own sheep, and very much less than they could do it for themselves.

12. Par.19. The dentist is beneath contempt, and you are right in taking no notice of his threats.

13. 559-3. Your determination to turn a deaf ear to rumours and reports receives the hearty commendation of the Board. Mr. Staude wrote me a letter lately of which I send you a copy, evidently alarmed at the reports that had reached him. I replied that I utterly disbelieved the whole thing, which was absurd on the face of it, as a Company so over capitalized could never make bread and cheese, besides which I recognize the source, and believing that the wish has been the father of the thought I look upon the whole thing as a huge canard.

14. Par.7. The Luchtenborg affair will probably afford some amusement, and reveal facts not creditable to Goldsworthy. You will have heard long before this that the license to Luchtenborg was not approved by the Secretary of State, and was ordered to be cancelled, and the money returned. Rascaldom, supported by the Governor, has been having a merry time of it in the Islands, but it is now the turn of the honest men we hope.

15. In settling with the S.A.M.S. the Secretary again referred to some potatoes that he said ought to have been credited long ago; I told him, however, that I could only take the Stanley accounts as they were received, and that if any credit should appear they will receive the benefit of it. If I have not distinctly explained the promise made to the Society at the instance of our Chairman, I may mention that the undertaking to repair the Allen Gardiner at or about cost price includes the materials expended upon her from the beginning, and so you will have to give credit for the difference on the prices charged in the accounts you have just sent home.

16. I understand from Mr. Nichol that some diagonal braces sent out for trial had not been reported to him. I think that these were shipped at my suggestion before Mr. Coleman left the office, and I can find nothing on record about them in the correspondence, but goods on hand should be kept sufficiently in view not to be overlooked and left for months without anything being done with them. This also applies to the earth plates sent out for

trial some time ago, of the existence of which Mr. Nichol does not seem to have been aware. I have not looked up the correspondence on this subject, but if these were not specially mentioned when shipped there was an oversight in this office.

17. I send a copy of a letter from Mr. Paget asking whether Turner can pay him an amount that has been owing a long time. We cannot enforce it, of course, but at the same time we should be glad to hear no more about it.

18. There is great difficulty in getting proper receipts for money remitted from this office upon your statements, particularly from distant places, such as Harris or any part of Ireland. I have several times had to send twice or three times for a receipt, and after a long delay it generally comes back unstamped. To do away with this nuisance you must in future when asked to remit to Ireland, Harris, or any part of the Continent, send the amount in a cheque on the London office; this in the course of time will turn up through some Bank, which will take care that it bears the stamp.

19. The Board have decided to send out an installation of 24 shearing machines for North Arm by the September mail, and after making all the enquiries possible I have come to the conclusion that Burgon's machine is the most to be depended on, and have ordered a set of them with all the necessary extras, together with one of Priestman's oil engines. You will have to provide means of shipping all the machinery to North Arm promptly on the arrival of the steamer in October, so that it can be erected in time for the season's work. I have talked the matter over carefully with Mr. Burgon, and we have decided that in order to ensure success it will be prudent to send a man from his works, who has already been out setting up installations in Australia, and who will stay at least a part of the season, and see everything put into working order. Instructions will be sent to Mr. Nichol on various points, more especially as to strengthening the shed for carrying the shafting in anticipation of the arrival of the machinery.

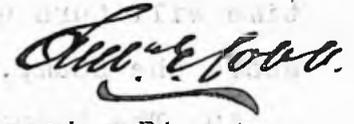
20. You must see that the Storekeepers are more careful in correctly describing goods ordered, about which we are often at a loss owing to the want of precise information. Wing plates have been ordered from Bayliss, which we can only interpret as earth

plates, as all standards are sent out with their wing plates, and you cannot have any in stock that want them. Then again, there is an order for 4 cases or 100 gross of no. 8 (large) tins wax vestas. The makers point out that a case only contains 4 gross instead of 25, and the order would cost over £250, and provide every man, woman, and child in the Colony with over 4000 matches. Other instances could be brought forward, but these are enough to show what I mean.

21. The Jonas Lie with coals and sundries has left the Tyne, and enclosed you will find invoices which were too late to be sent by her. I tried to send the sulphuric acid ordered, but the price in Newcastle was so excessive that I had to give it up. Probably it will be shipped by the Thetis.

I am, Sir,

your obedient servant,



Managing Director.

Enclosures.

Dup. Des. 486
 do Remarks on Stock returns
 do do " Stores
 do Journal Ledger entries & Remarks on 1/2
 2nd exchange £400 for Crown Agents
 1st do £400 " do
 Letter for Lomenwell Bros 26 June re Boots
 do " Begg 23 " " Whiskey
 Copy of S. A. M. Socy's of
 Invoice from Civil Service Socy for Spearman in envelope
 do " Barker " Felton " "
 Notes on Farm of
 Gen. Invoice Jonas Lie £217.18.8
 Morris Langridge's Invoices Jonas Lie
 Langridge's Freight of £120.4.9 do
 B/L Jonas Lie
 Dup receipt for freight Jonas Lie £350
 Copy of Lr for J. Paget 3 July
 do " " Kosmas for 1 July
 Invoice & Freight of for Robson £42.10.4 in duplicate
 General Invoice Alydos £ & detailed Invoices
 Remarks on Stores
 List of cargo
 Lloyd's certificate of chain test for Morgan & Medhurst
 Journal Ledger entries & Remarks on of
 Letters for R. E. Nichol, Bailon, Dale, Brandon, Spearman
 Kirklands of for Going 15/5
 Copies of Reports on Wool ex Herodot
 do do " 33 cks Tallow do
 do Contract " " "
 Report & Contract HW 24 cks Tallow do
 I 9 " do do
 WD 140 lbs Wool do do
 TR 89 " do do
 WP 16 " do do
 B 44 " do do
 B 104 " do do
 S & B 111 " do do
 H 24 " do do
 MV 16 " do do
 DS 45 " do do
 GI 45 " do do
 Invoices for Harper, Rowell, White & Wilson goods per Alydos
 Woodroff of for Bomer 12/4
 List parcels with Pearson's Stationery

10987

July 17th, 1893.

Managing Director
of the Falkland Islands

61
Per Abydos direct. *London, 37 St. James Church St.* 17th July, 1893.
E.C.

No. 788.

Falkland Islands Company

Sir,

I add a few items to my despatch of this date.

2. On the 4th inst. I cabled:—Sending machines Northarm collect water, this was for Mr. Nichol, and has also been confirmed in my letter to him.

3. At the general meeting on the 19th ult. a vote of thanks was unanimously passed to the Colonial Manager, the Camp Manager, and the other officials of the Company both here and in the Islands for their successful administration of their several departments, which you will be good enough to pass on to those concerned.

4. One of the principal shareholders, in criticizing the accounts, stated that although the general result was satisfactory he thought that some explanation should be given of the falling off in the profits of the Farm, notwithstanding that the produce was understood to have realized a larger sum than last year. We could only say that the fact had not escaped our attention, and that an explanation would be asked for. I have made some notes on the subject, to which please attend, and give us the result of your investigations. It is not satisfactory, to say the least of it, to see the expenses increasing out of all proportion to the receipts, especially in a year during which no very exceptional expenditure seems to have been necessary, and although we do not anticipate that you will discover any "leakage", as suggested to us, we hope that on making an analysis of the account you will be able to put your finger on the cause. I have not duplicated the remarks just made in my letter to Mr. Nichol, but you will of course confer with him at once on the subject, and between you you will probably be able to get at the bottom of it.

5. Dean Brandon has written to me to ask whether anything could be done in the way of getting another competent medical man for Stanley, and I have mentioned the matter to the Board.

A.E. Baillon, Esq.,

Manager,

Stanley.

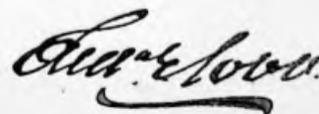
As the majority of our people are in the Camp, and we already have Doctor Dale there, it is not a case in which we feel bound to do very much; but recognizing the public benefit that would accrue to the community, and not wishing to stand out of the movement, it has been decided that if anything is done you are to be at liberty to subscribe for the Company £25 per annum for three years, so as to enable the new man to get on his legs, in the event of any practical proposal being made which takes the form of a subscription.

6. During the building of the Thetis Captain Patmore has been trying to get a blacksmith to go out to Stanley, but has not succeeded in finding one, so I shall now put it in the hands of our agent, and try to get one for the September mail. You have said nothing as to Ogilvie, whose time expires in December next; is he remaining in the employ? I have heard nothing on the subject for some time, and thinking that if ships are going to be scarce you will find three blacksmiths rather too many for the work, I have felt some hesitation as to what is the right thing to do.

7. The Colonial Office have written to say that owing to the uncertainty attending the trans-shipment at Montevideo the mails will still be sent through by the Kosmos steamers, so there is no doubt as to the correct course to be adopted. If the Government and the public generally can afford to have their letters delayed for a week or more, as they are sometimes, we cannot, and you must in future send the originals and all enclosures that are of any importance in a registered letter to Montevideo, to be posted by Humphreys, and the duplicates must come by the ordinary mail. Such enclosures as copies of the Stanley accounts and wages returns we can wait for, but bills, statements, and copies of letters referred to in the despatch must accompany it. We shall have to pay double postage, but this will often be compensated for ^{by} the possession of early and exclusive information. This does not apply to the mails via Sandy Point, which come on by the Pacific steamers.

I am, Sir,

your obedient servant,



Managing Director.

No. 789

Per Supplementary mail
via Lisbon.

61
London, 39A Gracechurch St. 5th August, 1893.
 E.C.
Falkland Islands Company.

Sir,

Since writing you per Abydos no mail has arrived from the Islands, and there is but little to communicate. Your cablegram; - "Castalia abalizen fothered lord clyde tulloch swansea carfagno sirgf seymour denderah sporadu fothered argyleshire law glasgow" arrived on the 24th ult., and is understood. I am afraid that it lokks like two messages in one, and that the imbecile postmaster at Sandy Point has again returned the outward mail to Stanley, but this we shall not know until the delivery of the Aconcagua's letters. If this has been the case, it will be disastrous to us, for the Thetis is already waiting in the London Docks, and half the orders have yet to come. A delay of three weeks now will seriously reduce her usefulness during the early part of the coming wool season.

2. With regard to the Castalia, it is a pity that the impossibility of repairing her was not discovered earlier, for it will be difficult to replace her in time for the wool in December. I have already been to Gosport to look at some old yachts, but nothing can be done until we hear whether Rowlands is coming home or not. It seems so much a matter of course that any schooner, however strong and well found, must have a brief life in the Islands, that I doubt if the Board will think of sending out anything as good as the Castalia again. The older they are, the better they seem to last, e.g. the Hornet, the Fair Rosamond, and above all the Perseverance.

3. It does not appear clear from the accounts whether the expenses of the Caseys, which were guaranteed by C Smith, were repaid upon their arrival; you would understand, however, that this was to be done, as the other men per Ruth Waldron paid their own expenses, and all four seem to have gone on to the £5 scale of wages at once.

A. E. Baillon, Esq.,

Manager,

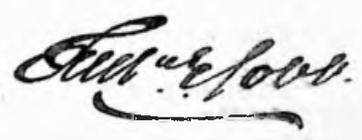
Stanley.

4. There has been a startling rumour that the Governor is about to return to the Islands but, although I have done my utmost to learn something about it, I can hear nothing one way or the other. It has even been said that he is to go by the Kamby-
ses from Antwerp on the 12th inst., but I know that nothing has been decided as yet about that. But if he should go, you will know all about it before you read this.

5. The sale on the same day of the sheepskins dried at Port Howard of the JLW and L mark, both from sheep killed for the Hengist, shows conclusively that the best prices are got by the brokers who have sorted the skins, the others having sold in the bale. I send Hoare's catalogue, and you will see that we got fully a half-penny more all round.

I am, Sir,

yours faithfully,



Managing Director.

100989.

August 5th, 1893.

Managing Director of
the Falkland Islands Co

List of Enclosures

- Desp. No 7878 Dated 17th July - List of Enclosures
- Letter to G. Baillon Dated 17th July
- Notes on Farm Accounts
- led. Journal Entries & Remarks on Accts
- Remarks on Stores
- Particulars of Abydos Shipment
- List of Parcels enclosed with Stationery of "Abydos"
- General Invoice "Jonas etc"
- B/Kading

1st & 2nd Exchange for £600
 Particulars of Flight p. by J. M. Dean p "Herodot" £9.10.10

54.16.10
 10.3.2
 £74.10.6
 £109-3-7

- Reports on Wool Sales
- Corrected Genl Inv^o p "Abydos"
- Miss Fobb's School etc for Mrs. Felton £45-11-3
- Corrected Inv^o for Jam from Row White B.
- Copy of Brokers' Assales of Clients Wool & Tallow
- Clients Inv^o of goods p "Abydos" J. Felton £132-7-5
- R. Nilsson 89. 6. 1
- Thatcher Smith 3. 18. 10
- W. Spearman 6. 15. 5
- J. Williams - 9. 2
- Camp Library 4. 15. 10

- Assales in Duplicate of WP 144 lb. Wool & "Jonas"
- HW 24 lbs Tallow "Herodot"
- DS 4.5 lb. Wool do
- S+S 111 " " do
- TR 89 " " do
- MV 16 " " do
- WD 144 " " do
- IT 29 " " do
- WP 16 " " do
- B 104 " " do
- R 144 " " do
- Copy of Assale of HCC 36 " " do
- SI 42 " " do

- Report, Valuation Sale of Copy of Brokers
- of IT 2 "B. Macfeldkins" "Herodot"
- WP 1 " " " do
- TR 3 " " " do
- S+S 7 " " " do
- MV 4 " " " do
- Roy 25 " " " " Ruth Walder

Hoar's priced Catalogue of Sheep Skins &
 Ledger & Journal Entries
 Remarks on Accts.
 Letter for R. E. Nichol with Dup. of 17th July &
 Copy of letter fr. H. L. Armstrong. re Sheep Shearing
 Machines

Per Totmes.

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11th Sept. 1893.

London, 39, A. Gresham Street, E.C.

Falkland Islands Company

No. 790.

Sir,

Since my last on the 5th August, your despatches 560/1 have arrived via Sandy Point, and 562/3 per Denderah direct, the two former on the 21st ult. and the latter on the 23rd, the postmaster at Sandy Point having kept the Osiris's mail until the departure of the second Pacific steamer after its arrival. Complaint has been made to the Post Office, and an enquiry will be made as to the delay.

2. 560-2 and 563-17. The remarks on the loss of the Castalia are noted, and the only thing to be said is that it was a pity that the hopelessness of the case was not recognized before all the money was spent on endeavouring to save her. There will be no difficulty with the Underwriters as regards the facts; but we cannot get a complete settlement until the accounts arrive, and it is to be hoped that you have deducted the expenses incurred from the nett proceeds, as there is a probability that at least a portion of them will be sanctioned by the Underwriters.

3. 560-4. Mrs. Hansen's complaint about the freight on seal-skin has caused me to look up the former shipments, and has revealed the fact that through the carelessness of the clerk here she was only charged 40/ & 5% per Totmes and Theben, although we paid the Kosmos Co. 62/6. One fifth of this was taken as the fair charge for receiving, stowing, and shipping, giving us the magnificent amount of about £1 for our trouble, which, on an account-sale of nearly £800, cannot be regarded as excessive. With regard to the enquiry as to this shipment, the Board wish me to remark that your explanation simply amounts to a confession, and that they re-iterate their regret that you should, even with the best intentions, have lent yourself to a concealment of the real nature of the goods. Although you seem to think that the manifest of a vessel is a matter of no concern to the Government, you must

A. E. Baillon, Esq.,

Manager,

Stanley.

9A

be aware that the Master or Agent for a vessel is bound to hand in accurate returns of any goods shipped, and that this rule is observed all over the world.

4. Par.6. If you see that, after allowing for waste, you can sell coals at 55/. or even 50/. you are at liberty to do so. The price has gone up here very considerably owing to the strike, and people will hardly be disposed to ship at present.'

5. Par.7. The Board approve of your purchase of the coals ex Sir.G.F.Seymour, and hope that by a concession in price, which you have time to arrange by writing to the Senior Officer, you will be successful in moving off the remainder of the Sabino's cargo.

6. Par.8. The owner of the Lord Clyde has accepted the draft for her disbursements.

7. Par.9. The regulations for the sale of land have had our attention, and they seem fair, excepting that it is rather hard that the old lessees should be called upon to pay anything towards the cost of fencing. With regard to your letter to the Government about the reserves, will you point out when the Board instructed you to make an offer to purchase them? I cannot see anything about it in my despatches, but I may have overlooked the paragraph.

8. Par.10. The follower for the North Arm press has been ordered, but I am surprised to see that the size of all is not identical, as I thought that all the presses were exactly uniform.

9. Par.11. You are already aware that the Crown Agents are now giving us a bill for £600 monthly. The demand for money appears to be in excess of the requirements at this time of the year, and we hope that with what you received in cash together with the monthly remittances and the £2000 you have lately drawn you will not run short.

10. Par.12. I am not aware of any misunderstanding on this side as to the steam launches; you were told some time ago that the Board wished to convert the Wasp into a lighter, and later when you reported that the Sissie's engines were shaky they agreed to replace them with new ones, but could not do so for want of certain information that Mr. Sage said would be necessary. It is not clear why you have not sent back the drawing with this information, as nothing can be done until it arrives. The decis-

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 London: 39, A. Gracechurch St. 189
 E.C.

Falkland Islands Company

ion, so far as the Wasp was concerned, was modified afterwards to the extent of permitting the boiler to be taken to pieces on board, for the purpose of supplying a new one narrow enough to pass down the coamings, and save the expense of tearing them out and taking the deck off. Nothing more will be done, so there is no use in asking for it. You are following exactly in my footsteps in this matter, and as I was utterly mistaken, it may be useful to say a few words of warning on the subject. My idea was at the outset to combine a harbour launch with a steam tug; but the result was that we got one that was too large for one purpose and too small for the other. You cannot combine the two. The Wasp has had the attention at different times of all the Engineering talent in the South American Squadron, as well as what could be obtained from the Kosmos Company and our own Engineers. First the original boiler was wrong, and we went to great expense in replacing it by a more powerful one. When that was new we had a series of exhaustive trials, giving the engines as much steam as they could bear, and we know or knew at that time exactly what value she was as a tug. If you get a new boiler now, you can never give the engines more steam than they had during these trials. We had all sorts of experiments with the propeller; I forget how many new ones she had, but all with the same result. One curious fact was that although every attempt to make her useful turned out a dismal failure, every fresh Engineer came up smiling with some infallible remedy, which was to convert her into a success, just like Noble with his propeller, and I believed them all, until I got soured by experience. The truth is that a boat 56 feet long with the engines the Wasp has can never be of any use as a tug, except in the smoothest of water: she is an excellent toy to fiddle about with, and spend £500 a year on, but nothing more. With regard to your remark that a much more powerful tug-boat is certainly much needed, we shall be glad to know how you propose, with the limited and uncertain shipping in the port, to make a commercial success of her. We are in doubt as to whether the Sissie is really in want of new engines or not, as you seem

a little uncertain about them; if with ordinary care and attention they will run some time longer, we need not go to the expense of replacing them at present.

11. 561-2. The Charter-party between yourself and Capt. Sekles is in some respects an unique document, which, leaving much to the imagination, shows the confidence each felt in the integrity of the other. I hope that it will be carried out without any dispute with the owners, but I may as well mention for your future guidance that there are regular forms for these instruments, of which there is, or ought to be a supply in the office, and that there is invariably a clause on the subject of commission, which in this one is conspicuous by its absence. If you will examine any of the old Charter-parties from Montevideo you will see that they provided for 5% commission and a further 2 1-2 address commission, which in this case should not have been omitted. And with regard to the orders, they should have been stated as for Havre, Liverpool or London. As it is merely laid down that she is to call at Falmouth "for orders", it might be interesting to see what the owners would say if we directed her to proceed to the North Pole, or as near thereto as she could safely get.

12. Par. 11. It is unsatisfactory that the question of casks has been allowed to pass without looking far enough ahead, so that you have found it necessary to ask for some by mail. It is a ruinous expense, but I am shipping 250 bundles of shooks, so that the Cooper may not be idle. He cannot possibly exhaust them before the Thetis gets out. You must be careful to charge Farm with the whole cost of these; the freight and expenses will not be nearly covered by 25%.

13. Par. 12. I hesitated about sending another Blacksmith, and am glad to see that you do not at present consider him necessary. It is a difficult matter to decide upon, but it seems to me that as long as the number of ships putting in is so uncertain, it would not be right to burden the establishment with so much expensive labour. You have not reported what arrangement you have made in advance with Ogilvie about the renewal of his agreement; I conclude that you have done something to prevent his taking you unawares.

14. 562. In replying to my remarks on the profits, you have

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London, 37A Gracechurch St. 189
 E. C.

Falkland Islands Company

overlooked the fact, since more clearly explained to you in a statement, that there was a quantity of produce, chiefly the Orissa's cargo, amounting to about £2900, which was sold late in 1891, and did not go to the credit of Farm until 1892. This was what caused the remark that there was practically little difference in the profits of the two years. As to the sheepskins, you will find that for years the Goose Green skins, baled in the Spring, shipped in November, and arriving in December, have not been sold until the following year, and that they have always been included in the accounts for the year they have been sold. In the matter of Buildings, your remarks are noted, and there is little to add to what has already been said. You will see by now that putting up a house for the Blacksmith on so much grander a scale than those inhabited by other men naturally makes the latter dissatisfied., and this sort of thing has often far reaching consequences. No doubt the house which was originally bought of Mr. L. A. Baillon cost too much, and allowance has to be made for this, as well as for the damage the materials must have sustained through having been lying about so long. But when all this has been said an eight roomed house for a Blacksmith is rather a large order. I cannot pass over Biggs's remark that much has been promised but little done. If he were to substitute for the first part of this statement that much has been asked for in comparison with what had been done, I should be inclined to agree with him. I have not forgotten the large repairs that I have from time to time, in the exercise of my judgment, executed in our mens' houses, and I am satisfied that I allowed a very liberal expenditure. There was delay, certainly, when a ship took the men off; but I am confident that no promise that I made was ever neglected. As to the Blacksmiths' shop, no one can say that, commercially speaking, it is a paying plant. It would be so, no doubt, if we had a succession of ships all the year round; in our case it is justified by the fact that its cost makes competition utterly hopeless, and in that way justly entitles us to regard it with satisfaction. But we do not want to add to it, and you must bear in mind what I am saying, and steadfastly resist any applications

for more machinery. The men will of course ask for as much as or more than they think they can get, but they know nothing about the accounts, and do not consider the question from an £ S D point of view.

Sabino's coal account. The actual cost of the coals is what we paid for them; you have nothing to do with the interest on the money, which does not come into the Stanley accounts, and the cost of bagging is part of the expense of selling. You must surely see that if you inflate the value of the balance on hand by charging this year with it at 30/ per ton, you will find the profit very poor at the end of December.

15. 563-2. It is unfortunate that you have not succeeded in getting Sir R. Goldsworthy's promise of a 21 years' lease of the reserves confirmed beyond doubt, more especially as he returns to the Islands by this steamer. As soon as I heard that this would be the case I sent you a cable as follows:—"Write Baillon per Kambyses care Stubenrauch important secure leases reserves surrender exchanges March Roger returns September," which I hope to hear went down to Sandy Point by the Kambyses and caught the homeward boat. It was just a day too late to catch the Pacific steamer in Montevideo, and therefore it is a chance whether it reaches you in time or not, but it was worth trying. You and Mr. Nichol will understand that we have definitely decided to give up Fitzroy and Bluff Cove whatever may happen; they were left out of the purchase scheme in 1890 because I always recognized them to be our weakest spot, and the late outbreak of scab shows that I was right.

16. Par.3. The Brokers' attention has been called to the damaged sheepskins shipped on account of Nilsson.

17. Par.4. The rate of freight on tallow is satisfactory to us, but will not leave the owners much on the round voyage.

18. Par.10. The building for the Assembly Room Co. has been ordered, and will be shipped if time permits. Par.11. Marion & Co. cannot get Turner's things ready in time, but Morgan & Kidd will ship what has been ordered from them.

19. The blunder about the mail in Sandy Point has caused much trouble in the office, as the two mails arriving together brought almost more work than we were able to cope with; we have the Totmes and the Thetis to load and a schooner to buy, and very little

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London, 29, Gracechurch St.
E.C.

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Falkland Islands Company

time to do it all in. If anything ordered is **not** shipped you will understand that there has not been time to execute the order. We have been additionally inconvenienced by having to part at short notice with the clerk who has looked after the exports for many years, but this, I hope, will be only a temporary trouble.

20. The T.C. Williams Co. would like to know if there is any probability of more regular orders coming over; you have never reported on the samples of cake tobacco that were sent some time ago; if these were good, there must be an advantage in dealing direct with the manufacturers.

21. Respecting the complaint about the wood per Orchid, the suppliers are indignant at the suggestion that they put the worst inside the bundles to escape detection; they say that the long lengths ordered of the very ~~narrow~~ broad thin stuff are most difficult to get, whereas lengths of 12 or 15 feet are plentiful. What is this wood used for? If, as I suppose, for patterns, I do not see any reason for ordering half-inch wood 16" broad and 24 feet long, but you may be able to get an explanation.

22. As already mentioned, the Governor returns by this boat, in the absence of any charge having been made against him from the other side which could have been investigated. If all the reports made in private letters are true, he could be shown to be unfit for his position, and it seems to us all here that the people in the Colony, who ought to have bestirred themselves to get rid of him, have been strangely apathetic, and almost deserve what they will have to suffer. The general cry has been,—"We are very comfortable, and the Governor can never come out again," but you will all see now that instead of taking things so much for granted, it would have been better if some action had been determined upon. The fact is that a Governor gets his appointment for a term of years, and, unless there is something very much against him in the way of a charge that the C.O. can notice officially, they cannot help themselves, if he decides to return to his post. The question now most worthy of consideration is, assuming that there is some truth in what has been alleged, who will bell the cat?

23. Mr. Hind, from Messrs. Burgon & Ball goes out by this steamer to superintend the erection of the sheep-shearing plant, and the Board wish to get him to North Arm as soon as possible. It has been arranged that he is to be paid £100 for the trip, with all expenses, and you will have to see that he is suitably put up while in Stanley. You will have to supply a quantity of the commonest oil that you have for the engine, but I anticipate that there will be no difficulty about this, as you reported that you had a sufficient stock for a long time. The cheapest kind of petroleum is good enough, and I shall ship a quantity of this by the Thetis. The Metropolitan Light Co's oil per Concord will do in the mean time, and I see that it cost 9d. per gallon. About ten gallons per day will be the consumption. In my letter to Mr. Nichol I have given a code for a telegram relating to the machinery.

24. There are eight shepherds by this boat as per list enclosed, and Finlayson returns with them.

25. Captain Rowlands arrived by the Pacific boat, and you will be sorry to hear that he has since lost his wife. He has been to look at several schooners, and I think that we shall buy one named the Helen; most of the others are too old or too expensive.

I am, Sir,

your obedient servant,



Managing Director.

List of Enclosures

Duplicates
"

Depts. no. 489, dated 5 Aug 90.
 Ledger Journal Entries
 Remarks on accounts
 General Invoice "Abidos"
 Clients Invoice

Camp Library	44	15.10
W Shearman	6	15.5
J Williams		9.2
J J Selton	107	4.5
E Nelson	89	6.1
Spark & Kind	3	18.6

Letter from Armstrong for Nichol
 Second of Exchange for £600
 Invoice from R Scott 2. 8. 0
 for Shearman

Copy of Brokers Ap.

WP	1	bale skins	Herodot.
H	2	"	"
MY	4	"	"
JR	3	"	"
S.S	4	"	"
Roy	25	"	Robt Waldron

Plan of building Brownson for J. S. Selton
 Specification
~~Instructions for oil engines for Nichol~~
~~Particulars of oil engines from Trustman~~
 Clients Ap for

HN	1	bale skins	Herodot.
H	2	"	"
TR	3	"	"
MY	4	"	"
S.S	4	"	"

Copy for Roy 25 " " Robt Waldron
 Letter to Nichol (two)

List of Shepherds

Depts no 490

Second of Exchange for £600

Ledger Journal Entries
 Remarks on accounts
 Letter to Dr Dale

Remarks on Stores
 List of Cargo

General Invoice Copies & detailed Invoices
 School Bill from Roy for £14. 2 for J S Selton

Report & Contract for & Brokers Copies

L	10	bale skins	Deveron
R	3	"	Denderah
EN	4	"	"
WPELL	1	"	"
DS	2	"	"
TB	3	"	"

~~B~~ 3 bales skins Bendarah.
~~FBI~~ 1 " " "
~~K~~ 5 " " "
 10 books "Copies" & "Reports" of
~~PIC~~ 4 bales skins Bendarah.
~~DP~~
~~NA~~ 10 " " "
~~F~~ 21 " " "

Letter to Harding Esqr.

Clients Invoice
 Medic for camp to 24. 5. 0.
 W. Brown " Book. 13. 6.
 J. J. Grant " Book. 18. 6. 10.
 Taylor " Siltow 240. 0. 0.
 Howard " 1. 5. 0.
 List of Parcels

Supplementary List of Enclosures

Agreement Forms of 8 Shepherds

Wm. Swanson
 John McRae
 Peter C. Jouta
 Alex. Leal
 Jas. Mann Jr.
 Alex. Simpson
 John Macchie
 John Brown

Last Sheet of Despatch No. 790

Particulars of Felton's Wool Press

Letters from McCobb for
 A. Baillon
 R. E. Nichol (2)
 W. L. Farnell
 J. J. Felton

Note

- 11) We have returned watch repaired for Baillon - Steebney by Post (Registered) addressed to A. L. Baillon
- 12) Finlayson is taking Parcel of Papers & Photos of the 'Photos' addressed to A. L. Baillon

1890.

September 11th, 1893.

Managing Director of
Hobland Islands Co.

No. 791.

61
London, 29th Spalding St. 14th October 1893
 E.C.

Per Supplementary mail, *Falkland Islands Company*
 via Lisbon.

Sir,

Since writing you per Totmes on the 11th ult., your despatch no. 564 has been received, the mail from the Straits having been delivered on the 16th Sept., a very quick passage owing to its having been taken on board before the arrival of the Abydos at Sandy Point. Your telegrams, "Menes speisung", and "Governor returns short period use influence melville sucessor"(sic), came to hand on the 19th and 20th ult. respectively.

2. Par. 2. The Board much regret to hear of the loss Mr. Noble has sustained in the loss of his wife, and wish you to convey to him the expression of their sympathy. Should he have any desire to come to England to make arrangements about the care of his children, it could no doubt be arranged for him to take leave of absence after the next season at Goose Green. The accident through which Mr. Hudson lost his life is also much to be deplored; is it likely that the Government will send out another Surveyor?

3. Par. 3. We are already looking out for a successor to Dr. Dale, regretting that it should be necessary to do so, as he has so ably fulfilled his duties at Darwin.

4. Par. 4. Nilsson's affair is in the hands of the average adjusters. Par. 5. I believe that all measurements have now been sent out.

5. I am unable to say at present whether we shall recover all the expenses on the Castalia, but our insurance brokers hold out hopes that we shall.

6. Par. 7. I notice that there has been some JB tallow sent from San Carlos to someone in London. I hope that you will always endeavour to get this and the skins consigned to us, when it is not contrary to the agreement with the meat people.

7. Par. 8. A portion of A.E. Felton's order was shipped by the Thetis, but the remainder will go by the mail.

8. Par. 9. I will get Rowlands to look for a cutter for Mrs. Hansen.

A. E. Baillon, Esq.,

Manager,

Stanley.

9. Par.10. Mr.Waldron has accepted the drafts for £3334.17.5 in all. It is supposed that these drafts are all right; but we are letting him have a ggod deal of money without security, and it is understood that a portion of them is for payments to people who have sold him meat, and not confined to the legitimate wants of his cousin's farm: is this so?

10. Par.12. The cases allotted to the Islands at the Imperial Institute are at present filled with samples of our wool; I arranged with Messrs.DuCroz Doxat & Co., to put the exhibit in order, which they very kindly did. But why should we be the only people to do this sort of thing? Cannot you induce some of the other farmers to send something for exhibition?

11. Par.14. It is evident from the early arrival of the Menes that you did not receive the telegram that I sent about the Governor, rather as a forlorn hope.

12. Par.16. It is much to be hoped that you have succeeded in making some definite arrangement that cannot be upset about the importation of silver, before Goldsworthy returns.

13. Par.19. If Dr.Dale does not mind waiting a little while, the Board think that the best way will be to endeavour to sell the furniture to his successor. I can mention it directly he is appointed, and no doubt he will be glad of the opportunity. In the case of Dr.Heuston, which you may have in your mind, he left the Islands some months before Dr.Dale arrived, so that there was no opportunity of arranging a transfer, and to meet the special case, I think that I took over the furniture at a valuation, and handed it on to Dr.Dale at the price given.

14. Par.25. In addition to the instructions sent you as to remittances to out of the way places, I have to point out that you should never direct us to send a bank note in halves to anyone, more especially a foreigner. There was a remittance to a Belgian ordered to be made in this way, but fortunately I sent a letter to the payee in one of the envelopes you forwarded, as a precaution before sending the money, and have had no reply whatever. You will see what a mess there would have been if I had enclosed a half bank note with the letter. It seems to me that there are a good many small remittances which might just as well be made by post-office orders, instead of troubling us. You should not give cheques excepting to people connected with us, or those whom

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London, 37, Abchurch Lane, E.C. 4. 189

Falkland Islands Company

you are bound to oblige.

15. Par.27. Instances of vagueness in the orders are still noticed from time to time, two of which occur to me at this moment. There is an order for rivets, but it is impossible to tell whether they should be $3/16$ ths or 3 and $1/16$ th; if you will look at the copy you will see what I mean, the former are sent. Then there was an order early in the year for "Spetre", which I took to be an abbreviation of Saltpetre, and shipped some accordingly. Now it turns out that it should have been Spelter. It would be well, I may mention, to group the orders better; Turner's leave little to complain of, but we always expect to find bar iron sandwiched between shirts and mixed pickles in the East indents, and these incongruous elements require a little sorting.

16. Par.28. Contrary to my expectation I find that Spearing has shipped coals in the Ruth Waldron, and the best course you can take now is to sell at 50/ for cash, delivered; this will show some people that they have made a mistake, for coals are now at famine prices in England owing to the strike, which is not at an end yet. I hope to hear that these consignments will cost a good deal more than has been expected. You ought to get off 50 tons or so to the Government, for they are bound to buy in the cheapest market. We cannot guarantee to sell coals always as low as the price named, as the value in England may be permanently enhanced through the strike; but, as regards the particular stocks in hand, we cannot lose.

17. Will you take par.30 as a specimen of what a paragraph ought not to be? You will see that it entails my looking up the despatch you are answering to see what it is about. If you had said that you would go into the question of the Farm account, it would have been intelligible without that reference.

18. 31. I think that you might with reason have required O-gilvie to declare his intention in time to replace him, if he decided to leave. You are rather placing yourself at his mercy, in case he intends to play you a trick. Par.32. From what we seem to have made out of the Whalers last year, it would take a long time to pay for a screw cutting lathe. As to steam coals, you

know what they cost, and the Board wish to sell them at a profit. Beyond this you must use your own judgment. If you can clear the Sabino, it is better to do so at a fair profit than to wait to make an extraordinary one. The sooner she is empty the sooner we shall know what to do with her.

19. I observe that you have had some kerosine oil from Montevideo, although you have reported that the stock of this is enough to last a twelvemonth. Why not sell the ^{draught} draft oil at a moderate price instead of importing any more?

20. Mc.Bain has sent in an appeal to the Board for consideration of his case, and says that both you and Mr. Nichol promised to report upon it. According to his account, he got a chill, and has since become permanently disabled, but we want confirmation of this from your side. It appears to be one of those cases contemplated by the Board in which a pension or allowance may fairly be made, although he has not served the full 30 years.

21. The Thetis sailed from Gravesend on the 1st, in company with the Ruth Waldron, but after beating about the channel she had to return to the Downs, from which I believe she sailed on the 9th. Since then she has not had very good winds I am afraid, but it is satisfactory to know that she will be able to give a good account of herself, as the pilots all report that she is wonderfully smart in going to windward, and has beaten everything she has met.

22. I was able to ship by the Ruth Waldron at a cheap freight the shooks and some timber shut out of the Thetis, but I had another dispute as to the measurement of the latter, and feared until this morning that I should have to trouble you to go over it again. However, as Mr. Spearing reduced by degrees his claim from 107 tons to 75, I met him at that point, and there will be no further trouble about it.

23. Enclosed you will find invoices of the cargo shipped by the Thetis. Captain Packe and Mr. Dean are paying us for the coals on this side.

24. Pease of Darlington has sent up a sample of a whisky flask which he wants to introduce into the Colony. I shall send it by the next outward boat, but shall leave it to you as to whether it will be worth while ordering any. The publicans might take a

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London, 39A. Gracechurch St. 189
E.C.

Falkland Islands Company.

fancy to it.

25. Mr. Nichol mentions that he had not heard about the dip sent on consignment by Little, until just before he wrote. You will not have failed to observe that in several instances lately things connected with his department have been lying in Stanley for months before he has known anything about them. We cannot pretend to say where the fault lies, but it seems to indicate that there is a want of touch somehow between Stanley and Darwin which wants remedying; it is obvious that goods should not lie in the Stores or hulks and ^{be} allowed to get forgotten, and, on the other hand, when it is known that anything has been shipped that wants trial or examination, Mr. Nichol should remind you of it. Between you you ought to manage to put this right.

I am, Sir,

your obedient servant,

Charles Snow

Managing Director.

No 791.

October 14th, 1873.

Managing Director of the
Falkland Islands Co.

List of Enclosures

Duplicates

ledger & Journal Entries
 List of Cargo per "Totmus"
 Remarks on Stores
 List of parcels
 List of Enclosures.

General Invoice

Letter to Dr. Frazer dated 11th Sept 95
 " B. & Nichol " 11th Sept 95 (Frs).

Dispatch to W. G. Brown dated 11th Sept 95
 Letter to A. S. Brown " 29 Sept 95 per "Totmus"

Copies of for

S.S. 4 tals skins Herodot.
 JTV 14 " " "
 TR 3 " " "
 HJ 2 " " "
 WP 1 " " "
 Roy 25 " " " Bank "Waldron
 " 10 " " " Banderah

Copies of Brokers A/c. for

TB 1 tals skins Banderah
 DS 2 " " "
 WFEEL 1 " " "
 AP 3 " " "
 B 3 " " "
 EN 4 " " "
 DH 4 " " "
 NA 15 " " "
 FS 21 " " "

~~Plan from Streetman for~~
~~Bill from Mr. Pearson for J. J. Feltow £6. 5/-~~
~~Second of exchange. + 6/-~~
~~Tracing of plan for Woodhouse from H. J. Feltow~~
~~Copy of letter from H. J. Feltow~~
 Bill of lading for Totmus cargo

do
 Copies of for

AP " A. G. G. & Co. Eng.
 " 50 tals Sugar "Totmus"
 AP 3 tals sheep skins "Banderah"
 WFEEL 1 " " "
 DS 2 " " "
 EN 4 " " "
 TB 1 " " "

~~Invoice for B. & Nichol from the Army - Heavy Stores~~

3 Letters & Papers for Capt. Platts

Reports of contracts for
 B 24 tals wool Banderah
 HGC 12 " " "
 P 110 " " "
 DS 15 " " "
 G 1 " " "
 WFEEL 32 " " "
 TB " " "
 Sima du duagr.
 Roy's Copy 191 tals " "

Copy of Brokers A/c. & Reports for

HGC 12 tals wool Banderah.
 P 110 " " "
 WFEEL 32 " " "
 B 24 " " "
 Roy's 191 " " "

Sierra del Fuogo. 6 bales wool "Denderah."
 4 " " " "
 1 " " " "
 4 " " " "

Invoice from W Cooper & Nephew £ 160 for Jean Anson
 copy of "S. Y. Mouton £ 11. 0. 4^o for West Point
 bill of J. M. Jean & freight on wool Denderah
 clients as sales as follows.

HGC 12 bales wool Denderah
 DS 15 " " "
 W.F.H. 32 " " "
 AP. 110 " " "
 B 27 " " "
 FT 16 " " "

Sierra del Fuogo.

Invoice from Barrand & Lund for ^{Messrs} Dailow & Stickney
 " " (2) Harper for Mrs J. H. Williams
 " " (1) " " H. Waldron Esq
 " " " " West Point

First of Exchange for £ 600
 straight bills for goods per "Ruth Waldron"
 bill of Lading goods per "Ruth Waldron".

" " WP Shetis
 " " Roybro " "
 " " HW " "
 " " Deaver Island " "
 " " Widdell " "
 " " Widdell " "
 " " Blake " "
 " " Hill bro. " "
 " " Brunner " "
 " " San Carlos " "
 " " JF " "
 " " TR " "
 " " S+S " "
 " " [B] " "
 " " [B-S] " "
 " " J+Bay " "
 " " [BB] " "
 " " Spring Point " "
 " " Charkus " "
 " " [HGC] " "

General Invoice of cargo per "Shetis"
 clients Invoices for goods. " " Ruth Waldron
 " " Shetis

[B-S] " Shetis
 J+Bay " "
 Widdell " "
 HW " "
 Deaver " "
 [BB] " "
 Spring Point " "
 Blake " "
 Hill bro " "
 Brunner " "
 San Carlos " "
 J.F. " "
 J.R. " "
 S+S " "
 Charkus " "
 Roybro " "
 [HGC] " "

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London, 22^d Gracechurch St. 20th Nov. 1893.
E.C.

Per Osiris.

No. 792.

Falkland Islands Company

Sir,

My last despatch went via Lisbon on the 14th ult., and I have since received your no. 566 and letter of the 13th Sept. as well as telegram from Montevideo of 4th inst. - "Federal Brunel Leitch Greenock Spearman". Lady Maria Spearman has been advised of her son's message.

2. Par. 2. The Sir G. F. Seymour is making a long passage, the Orchid having arrived some weeks ago.

3. Par. 3. I cannot order the press for D. Smith without more particulars, as I am not going to make myself responsible for a machine that may not meet with his approval. If he had said whether he wished for a hydraulic or screw press I might have known what to do. The latter, I expect, would be sufficient for his requirements, and if so, would he like one of Denison's?

4. Par. 5. It is rather amusing to see that the Government wish to control the movement of silver coin, and at present there is no use in continuing the discussion. The small change you ask for is being shipped.

5. Par. 6. You should have stated the number of hides to be insured on Mr. Waldron's account.

6. Par. 8. Messrs. J. Hoare & Co. have paid £212.19.4 on account of Petaluga. It is not clear how wool brokers come by a consignment of hides and tallow made by one of our clients; but these outside shipments you will, of course, keep your eye on in future.

7. Par. 9. What the Caseys say is, no doubt, true: the simple fact is, as you are already aware, that we had in this office a dishonest clerk, who pocketed the money entrusted to him by these men, instead of paying their account. He was at once dismissed, and the balance unexpended returned through you. In writing Caseys, I should have said Kenny and Smith.

8. Par. 10. The letter about the jetty is awkward; at the time it was written I had the idea of running the jetty out further east. At the present time I do not see what can be done, for you

A. E. Baillon, Esq.,

Manager,

Stanley.

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cannot expect any consideration from Goldsworthy. It seems to me that the question will have to be hung up, until we get a respectable man at the head of the Government.

9. Par.12. If you will look up the question, you will see that we were asked to advance the Casey's passages on account of C. Smith, in consequence of which they came on the pay list at £5, as if they had been engaged in the Colony. This must be put right, in justice to the other men, who paid their own passages.

10. Par.13. The Board wish you to endeavour to keep the peace with the Governor, and not to be aggressive. You will stand on the defensive, and protect the Company's interests as well as you can, should they be attacked. If he commits himself in a way that could be substantiated by trustworthy evidence, a united effort ought to be made to dislodge him, but mere rumour and gossip are of no use, and should be avoided.

11. Par.15. I send enclosed a letter I have written to the Dean about the Doctor. The scheme, as presented, is not a practical one, and wants amending in many respects. A Surgeon-Dentist who would undertake medical duties could not be got, and the proposed assistance from the Government would be fatal, for the simple reason that the new man would be a Government official, under the control of the principal medical officer, the very man he is intended to supplant. You would have Stanley divided into medical districts, and the last state of things would be worse than the first.

12. A habit has sprung up among some of the Colonists of sending orders to people in England, and referring them to us for payment or shipping instructions, or both, without a word on the subject being written to this office. C. Baker & Co. have some things for Mrs. C. P. Smith, which have been ordered in this way, and I have paid for them to oblige her, but you must point out how very irregular the proceeding is.

13. Mr. H. Waldron's wool has been sent to Hoare again, but I think that you ought to tell him that it is very irregular and unbusinesslike to make consignments and tell the merchant what broker is to be employed, especially in consideration of the fact, which is probably beyond his knowledge, that the merchant is responsible to the shipper for the proceeds, and is not relieved of this liability even when the broker has been named. There are many

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 London, 29, Abchurch Lane, E.C. 4, 1892

Falkland Islands Company

merchants who, under such circumstances, refuse to be dictated to, on the obvious ground that as they are responsible they must be allowed to exercise their own discretion. As Mr. Clark, the principal man at Hoare's, is now with DuCroz Doxat & Co., I do not suppose that Mr. Waldron will object to our asserting our right to do as we think proper, and if he did, is there any reason why we should not throw him up, as Spearing & Waldron did? You must also let it be known that it is part of the duty of a consignee to attend to the insurance of produce sent to him, and according to our usual custom, we insured the tallow that came from Port Howard for him, only to find weeks afterwards that he had specially instructed Spearing & Waldron to do it. This is monstrously absurd, when you consider that we make advances against the produce, for how are we to secure ourselves in case the ship goes down?

14. When you receive money to be remitted to people in this country, will you remember to tell them that I expect to get a receipt promptly in return for the cheque? I had to write to four people when the last mail came in, as they failed to send the receipt for a week or more, and seeing that we make it easy for them by sending a printed form filled up, there is no excuse for giving this trouble. One of the worst offenders in this respect is Miss Jemima Frazer.

15. The Anglo-Swiss Company take exception to Dr. Going's remarks on condensed milk, and I believe are going to write about it. They assert that their milk is absolutely pure, and does not deserve the condemnation expressed in his annual report.

16. The market for fur sealskins is very flat, and has declined about 50% since the settlement of the Behring Sea question. Mrs. Hansen's lot sold for 32/- all round, which I fear she will not consider a good result. In making these shipments I wish you would mention the number of skins in each cask as a guide for insurance.

17. Another mail has come in without any order for dip for next season, and I am beginning to fear that it has been forgotten altogether. If so it is a hardly excusable oversight, unless it turns out that there is a sufficient supply, which is hardly

likely. Orders for all materials wanted for the next season should be despatched from Stanley regularly by the May mail, i.e. after the season's work is over, and then there is plenty of time in hand to decide as to the best way of getting them out. I notice that the order for bagging is short of our requirements by about 4000 yards, but it is uncertain whether this is the result of an oversight, or because there is too large a stock in hand. It should be remembered, however, that in order to provide against contingencies, such as the loss of a shipment, you should have in hand at least a year's supply of this very necessary article ahead. The supply of fencing materials in stock must be getting low, but not a line has been sent about renewing it. In the event of no orders coming by the next mail, I shall consult the Board about sending out a small ship with some supplies to go on with. I do not like doing this, for the chances are that I may send too much or too little; it is upon your side that the responsibility rests of keeping the supply up, and if orders do not come in from Mr. Nichol, it would be right that you should remind him. I had said that I would allow no more consignments to go out; but in face of the evident short supply, I have yielded to Messrs. Coopers' wish to send 100 cases of their dip, believing that you will find it desirable to take it into stock at once, and if so, it is to be paid for at 40/., not 42/6 as before. Mr. Williamson is likely to be at the Islands next dipping season on their behalf, and this has afforded an additional reason for sending this small quantity out.

18. Your letter of the 13th Sept. explains the despatch of the telegram, which for want of explanation we looked upon as a waste of money. As you were acting by the wishes of Mr. Melville and the Judge there was no harm in it, but it was, at the same time, an absolutely useless message, for we knew the Governor was going out, and unfortunately possess no influence over the Colonial Office. In fact, I think that our best move would be to warmly protest against the return of Mr. Melville, as affording the best chance of getting him out again.

19. In order to prepare you and Mr. Nichol for the reception of the rams by this mail, I sent you on the 4th inst. the following telegram, "Serricola Traslada Rams Fictionist Brunel". The owners of this vessel have expressed their willingness to accept

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London, 29th Gracechurch St. 189
 E.C.

Falkland Islands Company.

the master's drafts for expenses, and are reported to be a most respectable firm.

20. I am sorry to say that on opening out the Helen she turned out unsuitable for our use in more respects than one, and we have had to throw her up at some loss. We have now bought, and are fitting out a schooner named "Fortuna", as superior to the Castalia as the latter was to the Hornet, in fact, I understand that she is the largest schooner yacht in existence with one exception, and Rowlands ought to do great things with her. I am very sorry to think that you will be incommoded for want of her at the outset of the season, but I am in hopes that the Hornet and Fair Rosamond will do the most of our own work before the rush from the West comes on, by which time the Fortuna will be on the spot. I have arranged that she is to carry out cargo for Packe Bros. & Co. to their three places, so that on discharging it she will be at once available for carrying in a cargo of wool from the nearest port. You have done the best that you could, under the circumstances, since the Caspalia was lost, but as soon as the Fortuna appears on the scene, I hope that we shall not see the names of the small outside fry any more, for to make this large vessel pay, she ought to do the lion's share of the Island carrying, and what she cannot do the other two ought to pick up.

21. Residents in the Islands, especially the older ones, will hear with regret of the death of our old and much esteemed friend, Captain Packe, which took place at Norwood on the 5th inst. He had been failing for some time, but I did not know that the end was so near. I do not know what arrangements have been made for carrying on the twp businesses, but you had better let his partners know that we are at their disposal for anything they may wish done for them.

I am, Sir,

your obedient servant,

Wm. E. Povey

Managing Dir.

List of Enclosures.

Mail-time table (20).

Invoices from Mouton

" " " for West Point

Corrected General Invoices "Osiris"

Supplementary Ledger Entries

Invoices from Brownson

List of goods per "Osiris" for clients

Consignee's letter

Enclosures

Dup Despatch No 491.

Despatch dated 14th Oct/90.

Ledger & Journal Entries

Remarks on accounts

Acknowledgement of despatch

General Invoice Shatis

Bulk Waldron.

Clients Invoices

H Waldron 31. 3. 11.

C. H. Williams 428. 14. 2.

A. E. Salton. 15. 13. 5.

J. Hobson. 36. 9. 4.

J. J. Salton. 354. 0. 2.

J. Hopper. 568. 6. 10.

Holmsted & Blake 606. 8. 4.

H Waldron 392. 0. 7.

Haddon & Stickney 574. 13. 8.

Stickney Bros. 244. 15. 3.

A. E. Salton 45. 18. 8.

H. G. Lott. 58. 15. 1.

Hartland & Salton 318. 12. 3.

Dean Anson.

Sharp & Smith 98. 2. 3.

Freight note for goods per Shatis

G. Smith 19/4.

Invoices & Freight notes for goods per Lotman

J. Hottle 13/6.

~~H. J. Lamp~~ Library 24. 12. 6.

J. J. Salton 253. 5. 10.

W. R. Turner. 8. 10. 11.

List of Enclosures.

Remarks on Stores

Clients Ap sales in possession

II 6 bales wool 31. 12. 2.

IV B 89 " " 661. 4. 5.

Duplicates Continued

Clients of Sales in Denderah

(B)	1	bale	Sharp	Skins	£	15.	19.	4.
TB	1	"	"	"	"	3.	10.	1.
EN	4	"	"	"	"	37.	7.	5.
AP	3	"	"	"	"	27.	7.	10.
WFEEL	1	"	"	"	"	7.	16.	8.
DS	2	"	"	"	"	20.	2.	4.
^L								
Keybook	191	"	"	"	"	1394.	12.	8.
JGC	12	"	"	"	"	162.	14.	4.
DS								
GI	15	"	"	"	"	276.	8.	3.
WFEEL	32	"	"	"	"	518.	5.	4.
TB	6	"	"	"	"	90.	13.	10.
(B)	27	"	"	"	"	258.	15.	8.
R	110	"	"	"	"	1520.	11.	7.

Second of Exchange £600

- Debit note from Spearling for to Shickney £6. 2. 10
- Army & Navy Invoices for to Bertrand £15. 1. 5
- Annual Blue Book Report for 1892.
- Wilson for G. Rowner 11/3.
- Letters for Capt P. Atmore (8)
- Letters for Dr W. J. D. etc. (2)
- Buckland for A. G. to Aillon 9/-
- do " J. J. King 17/-
- Notes on Furs Copying
- St. Auckland Islands mail Service (Times Table)
- Quotations from Ward Stuart & Sharpe.
- Copy of Brokers Deals Reports & Contract
- J.P. 7 fur Seal Skins of Denderah
- (H) 128 " " " & Menes
- Clients report of sales of above furs.
- Copy of Brokers Report & Contract clients
- P 5 cks tallow in Pechid

Letter from The British Sea & Trading Ass^{ns}
 Account for Mr Going from Bourroughs
 " " Mr Faulkner from Harris
 Particulars of 42 Log Pitchpine
 Schooner freight return of bale wool "Mans"
 Remarks on wood from Orchid
 Despatch to yr dated 20th Nov 1893
 Karamanuf Inspector, report on Hams.
 List of Exchanges. £ 600
 (Time-tables) Pacific Steam Navigation Co.
 Copy of letter from General Post Office
 Harward & Lund's account for repairing
 Ledger & Journal Entries ^{3 watches}
 Remarks on Accounts.
 Copies of accounts indisputable
 Letter for Mrs Felton.
 List of Parcel in Pearson Case's
 Remarks on Stores
 List of cargo
 Letter for G Turner.
 " " W. A. Harding
 " " M. G. Nichol
 " " Mrs Brandon.
 General Invoice goods for "Ovis"

1894.

November 20th, 1893

Dear Sir,
Director of the
Halsland Islands Co.

61

No. 793.

London, 57 St. Gracechurch St. 9th Dec. 1893.
E.C.

Per Supplementary
mail via Lisbon.

Fulham & Islands Company

Sir,

My last despatch was dated the 20th Nov., and I have since received your no. 567 of 9th Oct., as well as your telegram "Herodot sourcil filius", which arrived on the 21st Nov.

2. Par. 1. The arrangement as to sending via Montevideo was quite satisfactory, and brought the despatch in about a week earlier than the mail. I should have said that it arrived on the 27th Nov.

3. Par. 4. I think that I have found out the facts about the Casey's passages. Island Administration was charged £105 for passages per Herodot, and these must have been the Browning family, R. Goodwin, and the Caseys, being at the rate of £15 each. If this is the case, C. Smith has overpaid you, and you will have to return him £12. I assume that the passages only were paid, that is to say, there were no railway fares or other expenses. I was away from London at the time, and therefore have no personal knowledge of the facts.

4. The fire at the Shamrock was unfortunate, so far as poor Pinazo was concerned; but the Royal say that they regard it simply as an incident in their business, which they expect to result in a large increase of premiums, and two days after receiving the advice they sent up a cheque for £1000 in payment of the claim. For this amount you can draw on us at three day's sight. It would, of course, disarrange your finances to undertake the settlement in cash in Stanley, and it would be a loss to the insured to send it out in specie, I trust therefore that this arrangement will be satisfactory. You should make the best use you can of this promptitude on the part of the Royal; they do not seem to have troubled themselves over your report about the storage of oil on the premises.

5. Par. 6. The owners of the Brunel are surprised to hear that she is likely to be detained so long; I told them that I expect-

A. E. Baillon, Esq.,
Manager,

Stanley.

ed to hear that you had all the materials necessary to carry out the repairs to the ceiling, which is sure to be burnt, and that this would take time. I think that I have mentioned before that owners complain more bitterly of the detention in Stanley than they do of the cost, and if it were possible to bring this home to the foremen, so that they could be made to see that although they may gain a few extra dollars by a long job, every one of these is an extra nail in our coffin as repairers, a little better despatch might be brought about. There is no doubt that the reputation of the Islands among shipping people is exceedingly bad, and it is impossible to shut our eyes to the fact.

6. Par. 8. The insurance of H. & B. wool is noted.

7. Par. 9. In saying that the amount deposited in the Savings Bank is so large as to account for your drawing heavily, do you mean that the money has to come from you, and therefore you are left short, or that the Government have cash for which they demand a bill, and you feel under an obligation to give it them, regardless of what your balance may be? I rather judge the former, in which case it is all right, but if the latter, you are always entitled to say that although willing to oblige them as much as possible, you do not feel it incumbent upon you to provide them with the means of remitting if you have a large surplus of cash in hand.

8. Par. 9. (2). You will have seen by the copy of letter from the Post office that the postmaster at Sandy point has been dismissed.

9. Par. 10. I regret to say that the Underwriters of the Castalia object to the large expenses incurred in endeavouring to save her, and that it will end in our having to compromise with them. The claim as made up amounts to over 113%, after swallowing up all the proceeds of the wreck, and they say that although they are willing to abandon these proceeds and pay 100%, they think that we ought not to claim more. I have had an interview with the principal underwriter, who was very civil, and I explained to him that the money was spent in a genuine endeavour to save the ship, though it was impossible to avoid admitting that there had been a want of judgment over it. He remarked that the people in the Falklands, when a wreck occurred, seemed to look upon it as a sort of Tom Tiddler's ground for them, and that as far as he

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 London, 29th Gracechurch St.
 E.C. 189

Falkland Islands Company

could judge there had been a very pleasant family party at Weddell for several weeks or months. It was also remarked that every one who could hold a pen seemed to consider himself entitled to sign a survey report, and pocket a few guineas; on this point, in reply to a question from me, he said that surveys need not be multiplied, and that all they wanted was one detailed report made by one trustworthy person, such as Biggs. This they want, in order to see how things stand, but as to having surveys, and adding to expenses upon every possible occasion, it was entirely unnecessary and wrong. This will be useful to you in future; you are not to consider yourself blamed at all over this matter, although from want of experience, which could not be helped, the affair has not turned out as well as we could have wished.

10. Par.15. You will have understood that the telegram about the reserves was sent to you in hopes of getting the matter settled before the arrival of Goldsworthy, for although it is to be carried out according to his own proposal, there is no saying that he may not attempt to wriggle out of it, just for the purpose of annoying us.

11. Par.18. I must point out clearly to you that nothing can be done in the matter of attacking Goldsworthy until there has been some movement in that direction from the Colony. It has been suggested that a question should be asked in Parliament, but I have ascertained that the answer would be simply that no complaint has been received from the Colony. I have spared no pains in my endeavours to get something done, and have approached Mr. Duxton through a member of Parliament; but he says that it is no part of his duty to investigate reports that come from outside, and he declines to question the three gentlemen who have just returned. On the other hand Mr. Melville and the Judge, being in the service, have their tongues tied by official etiquette, and can say nothing as to the state of affairs, while they deprecate any reference being made to them, as prejudicial to their own interests. I am able to tell you, however, that if steps had been taken in the Colony to bring about an enquiry into the man's conduct, the probability is that ~~he~~ would not now be in the service. Under these circumstances you will see that the remarks

made on the subject were quite warranted, and that it really rests with the Colonists whether the man remains with them or not, always assuming that his conduct has not improved. This much I was able to ascertain, that as far as the Colonial Office is concerned he has gone out to complete his full term of service, so that the story about a four months' stay seems to be mythical. This is a privileged communication to you, but you must be careful what use you make of it, and only impart the information given to you to those whom you can trust.

12. Par. 20. The Helen was not the vessel you thought; there is no chance in England of getting American built vessels that would be suitable, and the only way, which may be adopted on another occasion, is to look for them on the spot. I have just heard that the Fortuna's alterations are progressing, but that unfortunately she will not be ready before the 21st inst. Capt. Dixon of the Black Hawk will be the sailing master for the voyage out.

13. I enclose copy of a letter from Somerville Brothers about boots, asking whether they should put up some samples of light goods, to which I replied that as the roads were so heavy on boots I should not advise it without special instructions from you.

14. Will you ascertain whether Felten sent Robson 20 or 40 coils of wire? It seems that there may have been a blunder committed by them in sending, contrary to orders, 20 bundles of 2 coils each, in which case the order has been just doubled.

15. Being still without any order for dip, I have asked the Board to charter a vessel for the purpose of sending some, being afraid to wait any longer. As Thomas is going out, I have arranged to take up the Orchid, and she will sail shortly after Christmas with wood, fencing, 100 hhd. of ale, and other rough stores, together with the dip. To save the risk of your running out of ale I will send 50 hhd. by the January mail, and then the remaining 50 in March. The freight on this by mail comes to a good deal, and it is best to take advantage of this vessel for a portion.

16. The Sir George F. Seymour arrived at Falmouth over a week ago, but has not yet been reported as arriving in the Thames. The cargo will not now come into this year's accounts, and therefore in making your final entries you are to debit Farm new account

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 London, ~~39~~ Gracechurch St. 189
 E.C.

Falkland Islands Company.

and credit this year with £3000, for estimated value of produce by this vessel. This will prevent an apparent falling off this year and a corresponding increase next.

17. With reference to the Farm account, the Directors would have liked to have an expression of opinion from you as to the advantage or otherwise of subdividing the account, by keeping separate ones for each section. As far as we are concerned, there would be no advantage, as we are quite content with the system that has been in vogue for so many years, by which we see the profit shown on the whole account. There are many expenses common to all the sections, and if an attempt is made to dissect these, is it not likely that it will lead to a good deal of extra book work, the value of which would be very questionable? In fact is the game worth the candle?

I am, Sir,

your obedient servant,

James Ross.

Managing Director.

1893.

December 9th, 1893.

Managing Director of
The Falkland Islands Co.

Grant Anson £ 5. 4. 5
 Sommer £ 10. 6
 Bertrand & Talton £ 14. 5. 1.
 J J Talton £ 20. 19. 4.
 C. W. Williams £ 11. 7. 0.
 { B. G. A. Anson £ 5. 1. 1.
 W. W. Bertrand £ 8. 6. 4.
 W. A. Harding £ 2. 11. 0.

Straight notes

Clients Reports & Contract
 to B. G. A. Anson. Sheep skins Mens.
 J J Talton " Orchid
 do. Wool do.
 to B. G. A. Anson " Mens.
 Bertrand & Talton. " do
 Thomas & Blake " do
 W. W. Aldron. Whalfishmen Orchid

Wool Reports.
 Copy of letter from Somerville Bros
 Despatch No 493, dated 9th Dec/93.
 Credit notes for clients:

to Nelson £ 10. 8. 3.
 John Sommer £ 2. 0. 8
 W. B. Cameron £ 10. 10. 0

Ledger & Journal Entries
 Remarks on accounts.

Clients Reports. Sheep skins
 to B. G. A. Anson £ 16. 1. 6 Mens.
 J J Talton £ 64. 8. 8 Orchid
 do. £ 12. 15. 4 Orchid

Clients Reports. Wool
 (copy) to Thomas & Blake £ 90. 16. 2 Mens.
 to B. G. A. Anson £ 18. 16. 8 Mens.
 Bertrand & Talton £ 30. 12. 0 Mens.
 J. J. Talton £ 20. 10. 2 Orchid

5 cashes talton do. £ 20. 12. 6 Orchid

Sum of Exchange £ 600

Clients Reports & Bal.
 Bertrand & Talton 77 cks talton Arana.
 W Aldron 18 do

Talton
 Despatches
 W. W. Aldron
 W. W. Aldron
 W. W. Aldron

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London, 15th Jan. 1894.
 E.C. 10, 15th Jan. 1894.

No. 794.

Per Serapis.

Falkland Islands Company

Sir,

I have to acknowledge the receipt of your despatch no.568, which arrived on the 18th ult., also of your telegram "Thetis decorneras trumfar trummern", which came to hand on the 11th inst. We are glad to hear of the arrival of the Thetis, but the news about the shearing machinery is melancholy, after all the trouble that was taken to ensure success.

2. Par.3. Your reply on the subject of the sealskins was eminently judicious, and it is to be hoped that the last has been heard of this unpleasant incident.

3. Par.6. It is most unfortunate that you have to stow some of the Jonas Lie's coals out of doors, and it only shows how difficult it is to predict when they will be wanted, as at the time these were ordered we were acting upon your advices that they would be needed. Is it possible that you have actually no room in any of the hulks usually devoted to house coal? Of course you will use up the lot in the back yard first.

4. Par. For the satisfaction of Mr. Robson we send the dock measurements of the wool of both years, which please return after he has seen them. It is evident that the last wool was not pressed as heavily as the first, and we can really not be held responsible for the lack of muscle displayed by his staff. It is the usual practice to measure every fifth bale; I have seen it done myself, and nothing can be fairer.

5.9. Respecting the account for the late R.F. Howard, you must see that to send simply a "bill delivered" without items, or any evidence that it was ever contracted would not be likely to meet with any response on the part of his parents, who are probably poor people. If you can give more particulars I will try to get the money, but why was not this sent to Mr. Hennah?

6. Par.10. The cog wheels will be shipped if in time, but Burgess & Key have ceased to exist as a firm, and it was some time before we were able to get the pattern from the Docks. It would have been better to send it in charge of a passenger, as the

A.E. Baillon, Esq.,

Manager,

Stanley.

charges on it were very heavy.

7. Par.11. Your remarks on the Farm accounts are noted, and I was sure that you would find Frazer's bookkeeping altogether admirable: there is not much to be said on the subject at this time, as we must wait for the new accounts in the hope that the little pull-back was only temporary. When you remark, however, that an increase in cash payments for the year, amounting to £1959, calls for no comment from you, your meaning is hardly clear in the face of the wages only being some £600 in excess. The discrepancy respecting the balances due men seems to have been satisfactorily cleared up, and we are glad that you have been able to put your finger on the irregularity so clearly, and to show that it is only a matter of account, which can be corrected by the alteration in the wages sheet which you suggest.

8. Par.12. The subject of the Egeria has been discussed by the Board, and it has been decided that it will be advisable to carry out the roofing scheme that you suggest, taking care that the expense does not materially exceed Biggs's estimate.

9. Par.13. Ellis has given us a roll of insertion to replace the package sent home.

10. Par. 14. I cannot tell you anything definite about the land and leasing questions, not having received any letters from the Colonial Office. But Mr. Melville seems to think that the alterations in the terms are Goldsworthy's, and that they will not be confirmed. I sent in two letters to the Office on these questions, copies of which are enclosed.

11. As regards the boundaries of our lands, you will be able to see them by applying to be allowed to inspect the grant and lease books, which you are at liberty to do upon payment of a fee for each search, if you cannot bounce them into letting you look for nothing. I think that you will find in some notes I made on Messrs. Dean's land the boundaries of the pieces we bought from them; if not, I will take an opportunity of getting the deeds from the Bank, and make some extracts from them, which I have been unable to do as yet. There can be no harm in fencing in the piece you mention.

12. Par.17. If the arrangements for landing interfere with us seriously, we must protest to the Colonial Office that the sale of the jetties was made to us under false pretences, for the main

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London, 31st March 1859

E. G. Smith

Falkland Islands Company

object in view was the privilege of landing our own goods from the steamers on them.

13. Par. 24. Mr. Eastment has been engaged for Darwin, and Mr. Kennedy, who wrote to Dr. Dale about his furniture, will pass the latter's answer on to him.

14. Par. 27. Your remark that it was a pity that the Thetis did not get away earlier I agree with entirely; but you must have forgotten that the dreary wait in London was caused by the want of orders from the Islands that should have been home by the mail that went astray. Please bear in mind that her despatch this year will depend upon the arrival of the orders in time to be executed, and impress upon every one the importance of getting them forward early.

15. Par. 29. I arranged to have Noble's boys met, but they were with the sailmaker, who appeared to have had subsequent instructions about them, and they went with him to Scotland.

16. The cargo per Sir G.F. Seymour has given cause for complaint in several ways. A gross error was made in shipping the boneash in bags, notwithstanding the express injunctions sent you on the subject, and acknowledged in despatch 547-2. Not a bag was to be seen on arrival, and the whole cargo was in a horrible mess with the stuff. The hides were marked in a way that was utterly unintelligible, and the marks could not be made to agree with the Bills of Lading. Why was the old established system of knots not adopted this time? The idea of shipping the boneash as measurement cargo was absurd, and the freight will probably be more than the value. Probably the Captain would, under the circumstances, have been glad to take a lump freight of £400 or £450, but the ship has made the nice little sum of £532.7.2, thanks to the boneash and the fact that you shipped the tallow as measurement. You can hardly be blamed for this last, for you have not, I think, been told that tallow is almost universally shipped by weight, our own ships excepted. The right principle is to ship by weight if a shipper, by measurement if an owner, which please remember in future. Can you explain why the Bills of Lading by the ship were sent unsigned, and what value would they have had had the other

set been lost? It seems hardly necessary to mention it, but the right thing is to make out three sets for signature and a copy; one set you send by the ship herself, one by the following mail, and the third you keep in the office, giving the unsigned copy to the Captain. I think that last year you sent unsigned copies by the mail, by way of variety. The tallow has been sold at prices in advance of last year's, and the hides have also been disposed of; but in consequence of the number of small parcels, and, I am afraid, owing to the mess caused by the boneash, they have realized very little.

17. We stopped the shipment of boneash altogether some years ago, the idea being that we ought to wait until there is enough to make a shipload; this cannot be the case for a long time, and the Board desire that no more may be sent in future, as it does not meet expenses, and may be more profitably used, perhaps, in spreading it over the grass in places. The reason why some was shipped a few years ago was that there happened to be room in a ship, but then it was put into casks to prevent it from injuring other cargo.

18. Sometime ago I asked you a question about Harper's wire bridge, which I suggested might be made useful by the northern farmers, but no reply was given. I think you might suggest to Mr. Felton and others that it would be a more economical way of bridging the Arroyo Malo than cutting up the Dennis Brundrit, taking the labour into consideration.

19. I enclose copy of a letter from Nilsson on the subject of the casks that were sent by his express order. What he says is entirely untrue; they were exactly the same class of casks that we have used ourselves for many years, and are second hand Australian and New Zealand casks. New they would cost, I am told, about 22/ each. As a matter of course they ought to be put up by an expert Cooper; why did he send for shooks, if he did not know how to get them together? Mr. Harper has been here about them, and has written a letter in explanation, as per copy enclosed. I have only to add that it is a pity that you should have taken half of them off Nilsson's hands, for several reasons; we cannot, on principle, be held responsible for goods that we buy for people on commission, and this looks like establishing a precedent, and then as you knew that a large quantity had been indented

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London, 23rd March 1889
E.C.

1889

Falkland Islands Company

for, and would arrive shortly after, you were adding unnecessarily to the stock, and paying a higher price than we had arranged for ourselves. That is to say, on the larger quantity I was able to get a special rate of freight.

20. There has been a re-arrangement of insurances on stores in Stanley, and I send you particulars, so that you may go into the question, and report as to whether the amounts are fairly correct on the whole, or if not, what alteration should be made. The amount looks small on the whole, but it must be remembered that a good deal of stock is practically not at risk, for instances, everything out of doors, iron, &c.

21. If Mr. H. Waldron says anything about his insurances, you must tell him that the amounts put upon the so-called whalebone and oil were too absurd altogether.

22. The manufacturers of the jam complained of are very sore about the charges made by King; the reason why their goods were tried was that we knew something personally of the Manager of the Factory, and were satisfied that whatever else might be said we might rely upon freedom from adulteration. It was not right to charge them with the use of turnip and prussian blue, unless there was undoubted evidence that these ingredients were present in the tins, and you will see that they make a sporting offer of £5 per dozen for all the tins that contain them. The real fact is that there had been an unfortunate boiling, owing to some change in the works, and they knew that some of the stuff had fermented; this they are anxious to replace, upon learning how much has gone wrong.

23. Your attention is called to a letter from Somervell Bros. about their boots.

24. I enclose an extract from the policy on the North Arm woolshed, and request that you will communicate it to Mr. Nichol, and ask him to point out anything that may be stated in error.

25. Owing to great and unexpected delays through bad weather and the holidays, the Orchid has only just finished loading; I am much concerned about this, on account of the uncertainty about the stock of dip in the Islands, but it has been impossible to avoid it. She is to sail tomorrow.

26. The work of getting off this mail has been increased almost at the last moment by the arrival of the mail per Jonas Lie, to which I will reply as well as I am able. Your despatch 569 and letter of 28th Nov. are to hand.

27. Par. 3. It is unfortunate about the coal; probably by "Ganche" you mean Carenage?

28. I must get a copy of the European mail to which you call attention. There is nothing known here as to the Governor's intention of retiring after a few months, and the C.O. say that he has gone out to complete his time.

29. Par. 7. I am much put about over the Fortuna, knowing well how anxious you will be to have her at work. There has been a chapter of accidents over replacing the Castalia, and although there has been no unavoidable delay since we took the Fortuna in hand, and Rowlands is pushing on as fast as he can, still the weather has been much against her, and she cannot leave for quite a week yet. I can quite realize your position at the present time, and wish that something could be done to make it easier. If you are very hard pushed, could you not make use of the Pandora for a couple of months, cabling home that you have done so so that we can insure her for that time? Every one speaks in glowing terms of the Fortuna, but that does not remedy the mess we were led into over the Helen.

30. Regarding the case of saddles, there has been a blunder, as you must see yourself. In Remarks on Stores by the January mail you were informed that six more were coming, and they arrived by the next mail. There was nothing more noted about them, but it is presumed that you and the Storekeepers all read the invoice, and how after that they got put away as tobacco is rather hard to understand. On the other hand, when Mr. Nichol is told that anything is likely to be on the way, if it does not turn up in the course of time he should enquire about it. Now that attention has been called to the inconvenience likely to result from neglect in these matters, it is hoped that a better system will be adopted. The other things sent out for trial are the powder dip from Little and the Thorncliffe dip. Mr. Nichol was told about the terms on which I allowed them to be shipped, but I hope that he will be able to give them a trial.

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London, 29th Gracechurch St. 189
E.C.

Falkland Islands Company.

31. While on this subject, there is the question of supplies for the season, as to which you must have a definite understanding with Mr. Nichol, or there may be a disaster. Of course the orders must come as indents in the usual way, but as to the exact quantities of supplies required, it would naturally be the right thing to consult Mr. Nichol, and it would be equally right for him to make sure by enquiry that you have sent for the things that he wants and must have. Nothing in this supremely important matter must be left to chance. Imagining the loss that would be caused by failing to order sufficient bagging to bale up the season's wool.

32. I have this morning received a letter from the Colonial Office in reply to mine on the subject of the town lands leasing Ordinance, and enclosing a copy of a despatch to the Governor, from which you will see that your reasons against the ordinance were not allowed to prevail against its confirmation, and as the Secretary of State has reserved the point I raised about the frontage there was some use in my writing after all.

33. I may mention that the Board were glad to find that the letter proposed to be sent to the Governor by the Magistrates had not gone in, as they deprecate making an attack of this kind. It is quite enough to stand on the defensive when our rights are attacked, without provoking hostilities, and this letter would do no one but the Governor any good at the Colonial Office.

I am, Sir,

your obedient servant,

Wm. E. Fox

Managing Director.

P.S. Referring to par. 31, you must make up as soon after the Camp season is over a general indent for supplies of all kinds, and of all goods wanted by sailing vessel. At present the latter are ordered in driblets in a haphazard way, for instance, just after chartering the Orchid, a lot more wood was asked for as well as lime and cement; not nearly enough for a ship, but far too much for the Orchid to carry in addition to the cargo she was chartered to take.

31. While on this subject, there is the question of supplies for the season, as to which you must have a definite understanding with Mr. Nichol, or there may be a disaster. Of course the arrangements must come as indicated in the usual way, but as to the quantities of supplies required, it would naturally be the right thing to discuss with Mr. Nichol, and it would be equally right for him to make some enquiry that you have sent for the things that he would need to have. Nothing in this especially important matter is to be done. Imagine the loss that would be incurred by failing to order sufficient baggage to take up the winter.

32. I have this morning received a letter from the Colonial Office in reply to mine on the subject of the town lands facing the sea, and enclosing a copy of a despatch to the Governor, from which you will see that your reasons against the ordinance were not found to prevail against the Government, and as the Secretary of State has received the points I raised about the shortage there was some use in my writing other all.

33. I may mention that the Board were glad to find that the letter proposed to be sent to the Governor by the Magistrate had not gone in, as they deprecated making an attack of this kind. It is quite enough to be on the defensive when our rights are attacked, without provoking hostilities, and this letter would be

Your obedient servant,

[Signature]
 Honorable Director.

34. Referring to p. 31, you must make up as soon after the Camp season is over a general return for supplies of all kinds and of all kinds wanted by the Government. It is your duty to be prepared in advance to supply the Government with all the supplies that they may require, and to be able to supply them at the time and amount not nearly enough for a ship, but for the amount of the Ordinance. It is not good to be asked for as well as to be asked for, and to be asked for as well as to be asked for.

January 15th 1894.

1894.

[Handwritten notes and signatures]

List of Enclosures.

Duplicates of last Mail

Dispatch no 192, dated 9th December 1893.

Remarks on accounts

List of enclosures

Ledger & Journal Entries

Credit notes claims on Insurance

Clients' A/sales for

Sheep Skins, Wool, & tallow.

Clients' Reports & sales

Sheep Skins Wool, & tallow.

Clients' Invoices & Freight notes of 'Osiris'

Account of Exchange £600

Charity Party Ship 'Orchid'

Extract of letter from W. S. Dennis to

Mail-tables (20).

Miss Lopp's school account for Mrs Bertrand
Mrs Talton

Credit notes for Stikney Bros Insurance on Wool Skins of Tenders

Stock measurements of J Watson's Wool & Scrapie

Copy of letters from Somerville Bros.

Memorandum from Doctor Porter with Patterns

Clients' reports contracts & A/sales, also Brokers' copies

55 bales Wool Merino IT Waldron

51 cks tallow Sir G. S. Seymour IT & G. Cott.

Copy of Official letters (two) dated 3 Jan'y 1894.

Extract from Sir John on North Arm Wool Shed.

Copy of letter from Taylor for Hibson

Letters for ~~Capt. Patterson~~

Clients' A/sales & Brokers' copy.

66 bales Wool in 'Orchid' J J Talton

22 cks Tallow in 'Serena' Bertrand & Talton

18 cks Tallow in 'Serena' IT Waldron.

2 cases Whalofinners in Merino IT Waldron.

Books account for standing £20. 1. 4 1/2

Certificate of Entry 'Shakspeare' in 1872 for Capt. Pat.

Copy of Hibson's letter

Broker's copies of Tallow Sir G. S. Seymour.

(A/sales Reports & contracts).

Brokers Copies Tides to Sir G. S. Seymour.
 Clients Reports & Contracts also Brokers Copies
 1 chs Tallow Sir G. S. Seymour. W Kennel
 9 " " " " Hanson.
 15 " " " " Hibson
 14 " " " " A. S. Sutton
 6 " " " " Bertrand Sutton
 2 " " " " W. S. S.

Clients Reports & Contracts also Brokers Copies
 92 Tides Sir G. S. Seymour. Pitanga
 44 " " " Bertrand Sutton
 31 " " " Shark Smith
 #15 " " " J. S. Sutton.

Mrs Supper's School Account for J. S. Sutton
 Copy of General Invoice, goods per Orchid
 Remarks on Storm
 List of Passengers in Trason car.
 List of Cargo per Serapis
 Debt note Insurance on goods for Mares W Waldron.
 Copy of 2nd page & sheet of despatch No 564 as requested
 Ledger & Journal Entries
 Suppliers Invoices for goods & Serapis
 Suppliers Invoices for goods & clients Serapis
 Copy of letter from Colonial Office 15 Jan 1904
 Copy of Colonial Office Despatch to Sir R. S. Goldsborough
 Despatch No. 494 dated 15 Jan 1904 dated 15 Jan 1904
 List of Exchange £600
 Particulars of Insurance on Property at Islands.
 Bill Lading for goods & Orchid
 General Invoice for goods & Serapis

Per Supplementary
mail via Lisbon.
No. 795.

61
London: *J. A. Greenbank & Co.* 3rd Feb. 1894.
E.C.
Falkland Islands Company.

Sir,

Since writing you per Serapis no mail has arrived from the Islands, but we have received your telegram "Trullo Hind returns Setos stagnone", meaning "Complete success with engine and machinery Hind returns in the Setos 980 bales", also one from Montevideo announcing that Messrs. Packe and G. Cobb are on board the Tagus.

2. The news about the shearing machinery is most satisfactory and relieves us of much anxiety. You have done extremely well to get 980 bales for the first shipment, and I hope that the Fortuna will be out to make a good wind up of the season, just when she will be most wanted. Having the Thetis now on the coast, you will be in a better position than you were last year, as soon as she has delivered her outward cargo.

3. Having to send more goods for clients by mail than formerly, I have arranged a fixed rate of freight of 45% in full, which is to include receiving, storing, reshipping and carriage coastwise. The difference between what we pay and the freight thus charged will be credited to you, and I hope that this arrangement which is on the same lines as the wool freight will be considered satisfactory, as it will certainly come cheaper to our clients than any one that they could make for themselves.

4. Mr. Norman, one of the Committee of the S.A.M.S. called lately to say that they object to seeing Store accounts against their people in the accounts forwarded by their Superintendent. I told him that this was a matter between them and him, but that I had no doubt it could be got over by directing him to pay salaries at regular periods by cheques on your office. I did not, nor do I still see why it was necessary to mention this to me.

5. With reference to the barb wire sent from both Dennis and Rowell, I have to mention that it was with a view of testing an English against a foreign manufacture; if there is no difference

A. E. Baillon, Esq.,

Manager,

Stanley.

in the quality I am afraid that we shall have to stick to the latter, as it is much cheaper.

6. I have been looking into the matter of Mr. Felton's wool per Orchid, and am struck with the loss that he voluntarily submits to for the sake of a trifling gain in freight. Not only were there a number of bales damaged, but the whole lot had a bad appearance, and showed just the difference that might be expected to be seen between stem^a and sail carried wool. No claim was possible, for the damage in every case was only a farthing per pound, which does not amount to a claim; but it may safely be said that there was a loss of at least a farthing on the whole lot, if not more, and on 121975 lbs. this comes to over £127, while the saving in freight between 35/ and 40/ only totals up to less than £50. It has been asserted that although a sailing vessel may deliver damaged wool the damage takes place before it gets to her, and that she ought not to be blamed for it; the absurdity of this is clearly seen in the sale catalogue of Nov. 30th, in the case of the Pebble wool, of which 127 came by Menes without a single case of damage, while of the 139 bales per Orchid 38 were damaged.

7. You will find the boundaries of the property bought of the Messrs. Dean in the copy of agreement with them, in addition to the plan and explanatory remarks made by me, a copy of which you will find on record in one of the guard books, some time, I think, in 1889.

8. To add to the annoyance over the delay of the Orchid, she has got into trouble in the Downs, and had to return to Gravesend, so that I fear that she will not clear the Channel for more than six weeks after I hoped at first she would get away. There are ships lying in the Downs that have been windbound for over five weeks, owing to persistent S.W. gales, and there seems at present no chance of an improvement in the weather.

9. I am almost as much concerned over the Fortuna, which has been kept partly by bad weather partly by the slowness of the workmen, but she is positively to be completed to morrow, and will sail, in all probability, early next week.

I am, Sir,

your obedient servant,

John G. Love
Managing Director.

Enclosures

Duplicate

Dispatch No 494 dated 15 Jan/94.
Remarks on Stores

List of cargo for Serapis
do. for Orchid

Extract from Fire Policy on Wool shed
Particulars of insurance on Property @ Sids.

List of Enclosures of Serapis
do. of Orchid

Clients reports & contracts & a/sals.

- HW 55 bales Wool Menes.
- HGC 51 chs tallow Sir G & Seymour
- L 44 hides do.
- SS 21 " do.
- F 92 " do.
- F 15 " Orchid
- E.N. 15 chs tallow Sir G & Seymour
- B 1 " "
- H 9 " "
- L 6 " "
- WT 14 " "
- WFW 2 " "

Insurance on Wool & Sheep Skins "Tandrah".

General Invoice goods for Serapis

Insurance on Wharfbout & Oil Menes.

Copy of letter from Nelson
Ledger & Journal entries & supplementary
Clients a/sals

- F 66 bales Wool Orchid
- HW 2 chs Wharfmen Menes.
- L 22 chs. tallow Serena
- HW 18 chs tallow Serena.

Second of Exchange £100

To/Lading Orchid's cargo
do 25 chs tallow Serapis

Talakemore's Invoice goods for Serapis

Credit note from Nelson 3/4

Meriteri School account for W.W. to return
Schooner freight return of 11 rodok.

Corrected General Invoice of Serapis

Clients reports & contracts & Forokers copies
(copy) H.B 105 bales Wool 11 rodok.

- Z 93 " "
- H 2 bales tails Sir G & Seymour

Client Invoice goods & Services

Juror.	15.	5.	3.
Robertson & Blake	21.	1.	2.
Sharp Smith	48.	11.	9.
Pateluga	4.	3.	1.
Bertrand & Talbot	1.	1.	10.
Harding	4.	6.	1.

Letter for Capt G. Atmore
 Copy of a Draft Ordinance sent to the Governor.
 also a copy of letter dated 19th January.

Shipping goods for Surapur
 Dispatch N^o 495 dated 3rd Feb^y /94.
 Withon account for former 12/4.

Shipping for Harding
 Wool Reports from Lou Bray Donat. 6.
 Ledger & Journal Entries

Remarks on Stores
 List of Exchange £ 600
 Letter of P. Ache Doros f-

Client Reports - Contract & Brokers copies
 HW. sheep skins Herodot.
 JF " " "

Z " " "
 HW. wool. Menes.
 Copy. HB sheep skins Herodot.
 H.G.B. " " "

Brokers copies of Companies skins Herodot.
 Copy of letter from Branch for Mrs Hansen
 Client, Asaka & Brokers copies

R. Tide Sir G & Seymour.
 S.S. " " "
 L " " "
 JF " " " Orchid
 EN Sallow Sir G & Seymour.

L " " "
 H " " "
 B " " "
 WTeal " " "
 WP " " "
 Z Wool Herodot.

Copy. HB. " " "
 Brokers copy of Companies Tide & Sir G & Seymour
 Letter to Mr. Nichol dated 3rd Feb^y 94.
 also duplicate of last mail

Remarks on accounts.
 Particulars of Sirs Policy No. 4890947/8.

Per Karnak: 19th March, 1894.

No. 796
Sutherland Islands Company

Sir,

I have to acknowledge receipt of your despatches nos. 570 of 18th December and 1 (why this alteration?) of 16th January, as well as your letters of 28th Dec. and 23rd January. Despatch 1 arrived on the 5th inst., three days after the Setos's mail, the management of these mails is not quite satisfactory yet, for the duplicate of the despatch and statement ought to have been sent by mail from Stanley, just as you used to forward it to Montevideo; before you were instructed to post the original from and there. Probably the delay was caused by registration, which must not be allowed to interfere with the posting, if too late.

2. 570, Par. 3. I have sent in a letter complaining about the Governor's new regulations, a copy of which is enclosed, with sundry other official correspondence. 3. Par. 6. Insurances are noted. Mrs. Bonner has taken my advice as to increasing the insurance on her wool.

4. Par. 9. We had some of Heyman's butter some years ago, and it was not, I think, considered up to much. King will remember it.

5. Par. 10. The Directors have considered the application made by Frazer; it is not the first time that he has tried to take advantage of an oversight, or appeared to do so. As to the salary, the Board appreciate his services, and would have voluntarily made an addition to his pay, if the fact of the expiration of his five years had been brought to their notice. This they are willing to raise to £200 per annum, being an increase of £20. As to the house, they cannot approve of any man taking up the position he has, and think that it is time to put a stop to the practice of letting their staff say what they consider necessary in the way of accommodation and then consenting to it. The house was enlarged for Frazer some year ago, and it does not appear that there is any reason for a further addition. The right way to deal with a case of this sort is to say plainly that that is the

A.E. Baillon, Esq.,

Manager,
Stanley.

house set apart for the use of the

Storekeeper, or whoever it may be, that if any repairs are needed they shall be done, but of these the Camp Manager must be the judge, and that if he does not like it it cannot be helped. If there is a valid reason for an addition, then it should be re-

ported home. It is feared that the Blacksmith's house in Stanley was causing an amount of discontent that would not otherwise have been manifested. Do not forget that there is no man so valuable that he cannot be replaced.

6. Par. 11. By saying that Ogilvie has renewed his agreement on the same terms as Chaplin, do you mean that you have guaranteed him a passage home?

7. Par. 12. The news about the Sissie is serious; I shall see Mr. Sage about it in a day or two. I am afraid that Kelway has not fired up carefully enough.

8. Par. 13. The collection of wool is going on well, notwithstanding the difficulties you are labouring under. When, however, the Fortuna gets out, we expect that you will be able to permanently lay up the Fair Rosamond or Hornet, for as the first named is 164 tons against the Castalia's 97, and the Thetis is expected to do twice as much as the Orissa did, you will be better off than ever.

9. Par. 14. The Missionary Society would like to know the rate of wages paid to the men who were employed on the Allen Gardiner.

10. Par. 15. It is really very serious about the water boat, and I am afraid that there was an error in judgment in letting her be towed out so far, presumably without a steam launch in attendance. It is doubtful whether, considering the scarcity of ships, the amount to be earned by the Wasp as a water boat would even pay interest on the cost of the tanks, and you had better consider whether the wisest course would not be to have some 400 gallon tanks handy for putting into her as occasion may arise, rather than fit her permanently with a set, which would always have to remain in her, and prevent her being useful for other purposes. What do you say to offering a good salvage, say £20 or £30

with the free use of the diving apparatus to anyone who will try

Yours truly

lost anything by the delay of their wool, as the early sales are not going well, and there may be a better market later in the year

16. 1-par.2. The press will be ordered for Mr. David Smith.

17. Par.4. You will see that I have suggested to the Colonial Office that if Stanley is not ripe yet for a Parish Council, they might at least make the Board of Health an elective one. I saw

Mr. V. Packe yesterday, and after he had left heard that he had a letter from the President, which gives that official completely away on the fencing question, and puts the blame on the Governor. If I can persuade Mr. Packe to let me make use of that letter, it will be a bomb shell that can be thrown into the camp with great effect, and may probably lead to a break up of the gang that is just now the curse of the Islands.

18. Par.8. There can be no possible doubt that the Diaries were shipped in one of Pearson's cases; the parcel was in this office for weeks, and Pearsons distinctly remember receiving it. The cases were numbered 6794 and 6825; possibly one of them has been mixed up with the tobacco.

19. Par.18. The Board have considered the question of sending tallow to Valparaiso, and do not think that it would answer. If all were of one quality it might be different, but there are four or five different grades, and no sample sent could be looked upon as fairly representative. Hengstenberg & Co. are not understood to be people of any great importance, and in case of entertaining the question at any future time, we should have to stipulate for cash or Bank drafts against Bill of Lading.

20. The cargo ex Sir G.F. Seymour has netted £3514.14.1, and as you will have taken credit for £3000 in the 1893 accounts, there will be a little to help 1894. It would not have been safe to allow a higher estimate.

21. Par.19. The Board are quite with you in your opinion as to the proposed subdivision of the Camp accounts, and desire that you will make no alteration whatever. Careful economy in all departments would be far more to the purpose than analyzing expenditure that might have been incurred without any regard to it; I do not mean to say that this has been the case, but merely

put it to you in this way as an illustration.

69

London, 37, Gracechurch St.

189

Falkland Islands Company

Par. 20. The Board are pleased to hear that shearing by machinery has been inaugurated with so much success, notwithstanding the unpromising start. The question of acknowledging the services of Noble has had their careful consideration, and they wish me to say that they most fully appreciate his valuable services, which they desire to recognize in a substantial way. Instead, therefore, of advancing him by small instalments, they propose to give him at once £240 a year, to date from the expiration of his first agreement. In communicating this to him you will of course express the Board's satisfaction.

Par. 21. Mrs. Pinazo called here on her way through London, and has since written to ask my advice as to the disposal of her money, mentioning that she is afraid of going into business on her own account, an idea that is obviously out of the question. I advised her in reply to buy an annuity, assuming that she can have no relations in whom she takes an interest, and after long consideration she had decided to take this course. She has already drawn £50, but I see that there will be other money coming to her besides the fire insurance, and that it will therefore be safe to let her have the whole of this at once.

Par. 23. I hear that Kirwan was sent ashore from the Ruth Waldron for being drunk, and this has been reported to the C.O. by Mr. Spearing. As regards your purchase of house coals to annoy the Governor, do you consider this justifiable in the face of being so overstocked that you have to stow some of our own in the open air? You should remember that although giving annoyance is sometimes very soothing to the feelings, it is hardly good policy to do so when you have to put your hand in your pocket, especially when, by doing so, you are helping out of a difficulty people who have done a good deal to create the glut of an article of which we have until they interfered, the monopoly.

Par. 25. Mrs. Langdon is dead, and I have been asked to get the deeds and any papers that belong to her late husband's estate sent home; please attend to this.

26. Richard Howard, whose death at Sandy Point you reported lately, called here a few weeks ago, and said that Ennenga should have remitted him £4 through you; will you enquire into this. He had heard nothing about his own death, but said that he had had a fall from a horse, which laid him up for a time. The account you had asked me to collect from his relatives was incurred for a man named W. Campbell at Port Stephens, and he says that Mr. Hannah now knows all about it.

27. In the November Cash book what is the payment of £17.10/ to C. Poole for a horse on Farm account for?

28. I have told Humphreys not to register the letters sent up if it causes any delay.

29. Have you any further information to give us about the Ber-

30. In despatch 781-43, you were instructed to take steps about the exchanges of Fitzroy and Bluff Cove, but nothing has been reported on this subject. Has anything been done, and if not, why not?

31. You have not answered the question put to you in despatch 791-19, about getting kerosine oil from Montevideo.

32. I am glad to say that the Fortuna sailed from Portsmouth on the 14th ult. I send you a photograph of her, which will show you what a splendid vessel she is. I believe that she was considered the finest schooner yacht afloat.

33. The Board have dealt with the question of Mc. Bain, and have decided to grant him a pension of £25 a year, which he has acknowledged in very grateful terms. This is one of the exceptional cases which it was decided to deal with on their merits.

34. Mr. Eastment and wife go out by this boat, and it is not necessary to say that the Board hope that you will do all you can to make his reception a pleasant one, as they are sure that you will do it without asking. I think that he will be much liked, and he goes out with every intention to make the best of things. He is a keen sportsman, which is much in his favour, to say nothing of his professional qualifications, of which we have received most satisfactory accounts.

London, 39, Gracechurch St. 189

Falkland Islands Company

35. Spearing & Waldron have chartered the Hornby Grange for mutton, and I think that they will try to make arrangements to get sheep from us. They have not approached us officially yet, but it is necessary to mention that at present you are not at liberty to sell under 8/ per head, and that under no circumstances will the Board part with a single head without due security for payment being given. If payment is proposed to be made by draft, it must be with Bill of lading attached, that is to say we must appear as shippers and consignees, and the Bill of lading sent to us, and this we shall hold until the bill is retired under discount, or other security given to be approved by the Board. I put this to you clearly, because, if I remember rightly, there was a misunderstanding about the last shipment.

36. The result of the shipment of boneash is that after paying freight and expenses the nett proceeds amount to exactly 14/10. You will see from this that it will not pay to send any more, even in the Thetis, unless she happens to be leaving with a partially empty hold, which is not likely.

37. I forward you an extract from a letter lately received from the Kosmos Company, complaining of delay in shipping wool, which is causing them great expense. I told them in reply that I would communicate their remarks to you, but that I thought that their agent must have something to do in the matter, and that I received anything from that quarter with reserve. Of course you know that if the ship's people will work, and here is nothing in the way but a hesitation on the part of our men, you are at liberty to pay overtime, so that it cannot be said that any part of the delay lies at our door. I mentioned that on Boxing day probably no one would work for love or money, and that that could not be helped.

38. A Mr. Stanford has asked me to get him some specimens of kelp for a scientific purpose; I enclose two letters from him, and shall be glad to hear that you can do what he wants. Perhaps some of our people will remember my having some put up for him on a former occasion.

39. Referring to the notes from which I wrote par.30, I see that the question to be put to you was why you did not conclude the exchange while Mr.Melville was in the Islands, when the desired arrangement about the compulsory freeholds could without doubt have been amicably arranged.

40. The mail has arrived so lately that it is possible that some matters have not received all the attention they demanded; if so they will be looked into when the Karnak has gone.

I am, Sir,

your obedient servant,

Managing Director.

[The following text is extremely faint and largely illegible, appearing to be a continuation of the letter or a separate page of text.]

Duplicate. Enclosures

Despatch No 495, dated 3rd April 1894.
Remarks on Stores
Ledger & Journal contains
Remarks on account.

- List of Enclosures
- Clients Apalah Tallow in Sir G.S. Seymour
- Dean Anson's Apalah 93 lbs wool "Terodot"
- Clients Apalah Tides in Sir G.S. Seymour
- J.J. Sutton's Apalah Tides & "Orchid"
- Clients Inverick goods per Serapis
- Clients Naprooth Sheep Skins "Terodot"
- Dean Anson Naprooth 93 lbs wool "Terodot"
- W. Atkinson 9 bales wool, & "Manra"
- to Hansen coitails & Sir G.S. Seymour

Second of Exchange £600
Wool Naprooth

- Copy of letter of "Fortuna" dated 6th April/94
- Invoice from Serapis, work of Serapis £14. 15. 9.
- Mrs Pearson's account for Mrs Sutton £10. 7. 6
- Corrected Schooner freight return wool of "Terodot"
- Copy of Brokers contract, ^{Apalah} done, adv of Sir G.S. Seymour
- Agreement between the Company & J.P. Cochrane
- Clients Apalah & Brokers Office
- 4 1/2 bales Sheep Skins "Terodot"

copy.

HGC	9	"	"	"	"
HW	15	"	"	"	"
JF	22	"	"	"	"
copy.	HB	2	"	"	"

Brokers Copy only

Ⓢ	154	"	"	"	"
do.	6	"	"	"	"
Ⓢ	2	bals	Sails	Sir G.S. Seymour	
HW	9	bals	Wool.	Manra.	

Mr. H. H. H. H. H.

- * Extract from letter Head to Burgoon 15th Dec/93
- Freight return wool & skins Schooner "Terodot"
- Copy of letters to the Colonial Office, dated 24th Feb 89
- Copy of letters from the Colonial Office, dated 6th & 7th March
- Extract from letter Cosmos f. dated 7th March
- Letter to Mrs. G. H. H.
- Blanch & Son account for Mrs. Hansen.
- Letters from the British Chemical Co Ltd, dated 5th March & 10th March

Arnold & Sons, accounts Low Dr D, etc.
 Spentman's book on Petroleum Engines for Smith.
 General Invoice goods "Barnab" & Suppliers Invoice
 Remarks on Storm & additional Remark
 List of Parcels in case No. 8130
 List of Cargo of "Barnab"
 Ledger & Journal Entries
 Remarks on accounts
 Dispatch No 496, dated 12th March 1894.
 List of exchanges £600
 Letters for ~~M. G. Nichol~~, W. A. Harding, Fran Brandon,
 M. G. Nichol (two), J. J. Sutton, J. S. Goodhart,
 Capt Patmore.

10796.2

March 9th, 1894.

Managing Director of
the Falkland Islands Co

Per Fortuna.
No. 796.

61
London, 77 St. Dunstons Church St. 6th Feb. 1894.
E.C.

Falkland Islands Company.

Sir,

I am glad to say that this vessel is at last ready for sea, and will sail as soon as the weather permits.

2. In the event of her making an extraordinary passage, she may anticipate next month's mail, so I deem it prudent to inform you that Capt. W. J. Dixon, who takes her out, is engaged for the voyage only, at £12 per month, which is to continue up to his arrival in England by the first mail after he gets to Stanley, and by which mail you are to provide him with a second class passage at the Company's expense. He has been settled up with up to tomorrow.

3. The cargo is exclusively for Messrs. Packe Bros. & Co., and I hope that after delivering it he will be able to get a load of wool on the coast.

I am, Sir,

your obedient servant,

Edw. E. Jones

Managing Director.

A. E. Baillon, Esq.,
Manager,
Stanley.

No 996.

February 6th, 1894.

Managing Director
of the National Board of

Per ABYDOS.
No. 798.

London, 57, Queenchurch St. 21st May, 1894.
Falkland Islands Company.

Sir,

I confirm my despatch no. 797 of 30th March, and have to acknowledge the receipt of your no. 5, which arrived on the 23rd April, some days after the mail per Abydos, by which a duplicate should have been sent. Your letter of 17th March is also to hand, as well as your telegram "Fothered Melville Island Stuart Glasgow Fortuna Aforgardes". It is quite unnecessary to cable the names of ships putting in with sickness, the object of a message being in case of a heavy account, for which it may be necessary to obtain security. On the other hand we should have liked one more word to express the date of the Fortuna's arrival; if the news came across from Dunnose Head she must have made a remarkable passage.

3. Desp. 4 par. 2. Insurance on account of Messrs. Packe Bros. & Co. had already been opened by Mr. Edward Packe, and I suppose it will have to stand, though on a policy very inferior in its terms to ours.

3. Par. 4. Messrs. Leitch & Muir have accepted the draft for the Brunel's expenses.

4. Par. 11. It is not considered safe to send tallow in tin boxes, as it is invariably liquid in the tropics. If the invention to which you call attention were of any practical value, it would have been adopted in Australia before now.

5. Par. 15. I learn on the best authority that Lord Ripon decided to grant renewed leases without deduction to the small farmers, and that this was done spontaneously, without having been suggested by Goldsworthy. If therefore any of the farmers who have to surrender hold less land than the largest exempted one, they should at once complain.

6. Par. 16. Lord Ripon has decided adversely to us in the matter of sale of foreshore, as per enclosed copy of letter. Never-

A. E. Baillon, Esq.,
Manager,

Stanley.

theless I will not let it rest here, and shall therefore be glad when you are able to furnish me with the tracing of the plan of Stanley, so that I may have another go at the C.O.

7. Par.19. You are right as to the remarks made about the marking of hides, but it appears that the new plan gives the wharf people more trouble, and so the knots will have to be used again. Besides the complaint about the manner of marking, it was noted that some of the marks bore no reference to the specification; but on this point a separate note has already been sent to you.

8. Par.20. I think that the North Camp people are wrong in saying that the bridge is not strong enough to carry horses and sheep. Is it not 4 feet wide, and meant to be supported on heavy posts, which they have ready to hand in the Dennis Brundrit? If you can get it off at any price, it will be better than letting it appear year after year in the stock of Stores at Stanley.

9. Par.21. I am sorry not to have had any report on the casks sent out in shooK from Liverpool. They were considerably cheaper than those we have hitherto shipped from London, but they were delivered to the Ruth Waldron in very bad condition, the responsibility for which I tried to throw upon the steamer that brought them round without success. Generally speaking, we do not get full enough reports on new supplies, either from you or Mr. Nichol, and I wish you would make a note of anything requiring notice, when it arrives, and save me from dragging information out of you.

10. Par.22. Fire insurances have been revised according to your suggestions.

11. Par.10.24. The tin of jam returned was not found to contain either turnip or prussian blue, but was fermented, as was expected, and the manufacturers are prepared to replace every tin found in that condition.

12. Desp.5, par.2. Mr.W.Stickney complains that his firm's wool is exceedingly dirty, and must have been in coal dust. I am afraid that this may have occurred on board the Thetis, although I have not admitted it to him. I shall be glad, however, to know

that it was shipped in clean condition.

13. Par.4. On the subject of telephonic communication with Cape Pembroke, the Board have decided to meet half the expense of laying down a line, as it may be the means of bringing in vessels that would otherwise pass by. I have written to this effect to the C.O., limiting the cost to £260, the estimate I made in 1890, and stipulating for information received by the wire being in all cases communicated to you. I have also offered to put up the line for cost price.

14. Mr. H. Waldron's indent is being shipped this time. Regarding his stores per Thetis having been delivered at Weddell, I think that it was intended that you should decide on the arrival of the vessel, in conjunction with Capt. Patmore, how it would be best to get them to Beaver. It was certainly not our intention to take the risk of sending a valuable vessel like the Thetis to such a harbour for the purpose of landing 36 tons of cargo. No doubt you will have arranged to send them on at the expense of the Thetis. If Mr. Waldron is disposed to be troublesome or to expect too much, we should not suffer greatly by dropping him; I believe that it is a fact that Spearing & Waldron virtually kicked his account over, and were glad to be rid of it, otherwise he would not have come to us.

15. Par.13. I do not understand the underlining of "our schoolers" as regards the benefit of freight; that rests with you, as the difference will in each case be credited to you, and you can deal with it as you please.

16. Par.20. The loss of ewes from Spring Point is serious, and an explanation is required as to why so many were crowded into a vessel that ~~can~~^{could} hardly have safely taken half that number. Was it left to the judgment of the Captain, and at so much a head? It is all very well to pack a vessel with sheep intended for boiling down, but a different matter with breeding ewes of considerable value, and it is evident that there has been a serious error of judgment on the part of someone. There is no policy of insurance covering the transport of live stock on the coast. With regard to stores round the coast we have opened an insurance for

£5000 confined to our own goods, which you are to report from time to time, as in the case of our clients' shipments.

17. Mr. Bridges has asked me to send him out a press, and believing that those made by Denison of Leeds are the most suitable for a small place, I have ordered one for him and another for David Smith. But as the standard size of these presses gives only, I think, 3ft. 3in. inside as the length, I have ordered them to be made 4ft., at an additional cost of £7.10/., which I think will be repaid the first season.

18. I suppose that you are carefully looking after the notice necessary to be given to the Government for renewals on behalf of our clients, Mrs. Bonner, for instance, and any that may be away from the Colony.

19. Several applications have been made to us for payments on account of Robson, which we have been obliged to decline, as we cannot break through the rule not to make such payments as have not been advised through the office at Stanley. Robson has not even written to me about them, but appears to have given his orders under the impression that it was sufficient to refer to us for the cash to be forthcoming without question. The £50 sent to the Civil Service was for provisions, over which he will find himself much the worse as regards cost, freight, and charges, than if he had sent the order through the office. I am not quite sure that he was right under the circumstances of his account being so much against him in asking for an advance at all for this purpose.

20. There is an order for Cooks that has given a lot of trouble, through the patterns accompanying it not having come from them. After making enquiries here and there, we have located the patterns pretty well, the bulk having been supplied by Foster Porter & Co., but you must tell Mrs. Turner to be more careful, as the warehousemen here cannot be expected to supply upon one another's patterns and samples.

21. If you can avoid it give no cargo to the Orchid. Captain Thomas was the reverse of civil while loading, and I am in hopes that as Felton has withdrawn his wool Thomas may find that his game is up, and that he cannot afford to run backwards and for-

wards for the glory of the thing. I have always considered that, in a way, he blackmailed us, but this must now cease.

22. I have to report with much regret the death of Mr. Staude, who has always been a good friend to us, and will be most difficult to replace.

23. New engines and boiler were ordered for the Sissie, but at the last moment the builders say that they cannot be ready in time. I suppose that this does not so much matter, as Noble will be on his way home by this time.

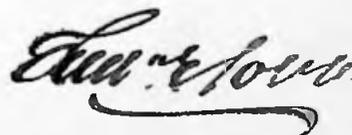
24. Spearing & Waldron say that they have a consignment of L tallow from Roy Cove, proceeds of which they are to pay to us. I am going to tell them that I believe that this parcel has been shipped by Mr. Mathews against the wish of our friend Mr. Bertrand, who, I know, sends all his produce to us. Cannot you have an understanding, once for all, about these shipments, which are always going astray?

25. Spearing & Waldron have refused payment of a small draft on them by a man named Paterson, and it has been noted and returned herewith. It appears that he had no authority to draw, and with people of that class you must always make them prove their right before accepting their drafts. Paterson must now pay at once, or proceedings taken, if he is within reach.

26. C. Williams's agents have asked permission to order tobacco from the T.C. Williams Company, which I have refused, but have told them that probably he could make arrangements with you for the supply of a quantity. The Williams Co. have been very good over this, and have expressed their desire to do an exclusive trade with us, in fact it was they who raised the objection. They would like, if possible, to do business in black Cavendish plug, as per enclosed extract from a late letter.

I am, Sir,

your obedient servant,



Managing Director.

10-1998.

August 1894.

Managing Director of
The Falkland Islands Co.

Enclosures.

Duplicates

Despatch No 497 dated 31st March 1904
 Ledger & Journal Entries
 Remarks on accounts
 List of Enclosures
 Clients Invoices & Freight note of "Barnak"
 J.W. Eastment 4. 12. 4.
 W.W. Bertrand 1. 0.
 W.A. Harding 1. 14. 10
 Capt Patmore - 14. 6
 W.E. Turner 7. 6. 0
 J.J. Selton 60. 3. 0
 W. Waldron 26. 2. 5
 Capt Howlands account
 Clients Appeals & contracts
 38 bales wool & Sets
 Second of Exchange.

Copy of letter from G. Selling dated 4th April 1904
 Schooner freight return with of Pentaur J.M. Dean ^{113.12.5}
 Copy of letter from the Colonial office dated 31st March ^{129.16.8}
 Copy of correspondence (re sails Perseverance)
 Mrs Loppis school account for W.W. Bertrand \$41. 4. 11
 Patersons draft returned unpaid \$13. 17. 8 & noted
 letters for Capt Patmore (2)
 Copy of letter from G.A. Hamannmann 12th April
 Martin's account for W.W. Bertrand \$1. 1. 0
 Copy of Brokers reports & Appeals wool "Pentaur"
 NA 279 bales wool & Pentaur
 DH 310 " "
 WC 196 " "
 Clients reports contracts Appeals also Brokers Copies
 A 39 bales wool & Pentaur
 Z 38 " " "
 Plus Copies only S 1 56 " " Abydos
 " S 78 " " "
 T.R 87 " " "
 Port Louis
 I.N 24 " " "
 W.P 38 " " "
 A 88 " " "
 Plus copies only H.G.C 83 " " " Appeals 78 bales
 M.V 16 " " "

3x

Account for Mrs Sutton £3. 18. 6 from Mrs Pearson
 " from G.S. Meisiter for W Bertrand 42. 17. 2
 Copy of letter to J.W. Palmer dated 1st May
 Letter for J Hobson
 The Star with J.H. Cobb's reply (by request)
 Mail time tables 30
 Freight return on wool schooner "Abydos" £45. 7. 5 J.M.D. & Co
 " " " " " " £30. 4. 3 "
~~Copy of the proposed inspected sheep ordinance~~
 J. Buser's school account for Sutton £26. 8. 9.
 Account, and copy of letter from Steel Jones
 Wilson's account for Mrs Bonner 11/3
 Remarks on accounts dated 21st May/94
 Wool Reports
 Copy of letter to the colonial office 15 May/94
 " " " " " " 11 May/94
 "Fortuna's" voyage account
 Ledger & Journal Entries
 Remarks on account
 Dispatch No 498 dated 21st May/94.
 List of exchange £600
 General Invoice
 List of cargo of Abydos
 Remarks on Stores
 List of Goods for clients
 List of Parcels in Pearson case 8708/9.
 Contract from J.B. Williams letter 5th May/94
 Wilson's account for W Bertrand 5/8
 Copy of letter from Colonial Office dated 21st May
 Letter for A.G. Bailon
 " " W.W. Bertrand
 " " M.G. Nichol
 " " J.J. Sutton
 " " W.G. Turner.

64
 London, ~~22~~ Gracechurch St. 30th March, 1894.
 F.C.

Per Supplementary
 mail via Lisbon.

Falkland Islands Company

No. 797.

Sir,

My last despatch went per Karnak direct, and I have now to acknowledge the receipt of your nos. 2, 3 (dup) and 4, which arrived per Royal mail yesterday morning. The Pentaur is reported this morning at Gravesend.

2. The despatches have not yet been laid before the Board, and as the time is so short I do not propose to reply to them by this mail, but will notice a few items that require immediate attention.

3. Despatch 2 about the accounts is considered very satisfactory by those of the Directors who have read it, and they are much pleased with the results of the year's working.

4. Desp. 4-3. I wish at once to point out to my old friend Fell that I think that he is proposing to incur most unnecessary expense in ordering a hydraulic press for his small quantity of wool. I have always considered myself that 100 bales a year are the minimum quantity that would warrant the use of such a press. He should remember also that he will not always have the services of an engineer at hand to attend to any defects, in fact to send Noble away to an island during the working season would most likely be impossible. There is no use in quoting an estimate 20 years old; it would hardly be any guide, as prices have altered so much, and as to the press which was invoiced on the 2nd Sept. this year, you are a little too previous to be intelligible. Fell may take it roughly that the press will cost him quite £100 more than a screw one, and I would suggest his reconsidering the matter, as there is plenty of time before October. None of the small islands have hydraulic presses, nor are there any except at the large stations on the West. If Fell persists

A. E. Baillon, Esq.,

Manager,

Stanley.

in wishing for the press I will, of course, send it, but I thought it would be more considerate to point out that I think him mistaken. I may here mention that I am ordering a screw press for David Smith to go out by the next mail, it will be made by Denison, with improvements suggested by Mr. Blake.

5. Par. 7. It is very pleasing to see how you have scored off the Governor over the removal of the Egeria, and it is fortunate that she was never scuttled. I should still keep her sound in the bottom as long as it will hold together without leaking seriously.

6. Par. 9. It really does not matter about the fencing of the piece of land next the Church, in fact this was the piece that you suggested yourself should be fenced. I notice that you say something about a "right of way" across the land; this, I think, subject to the opinion of the lawyers, is an admission that does not tally with fact, and is one of those things that might have been expressed differently; privilege is the word rather than right.

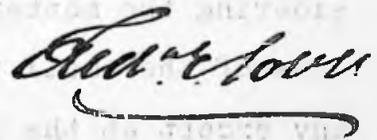
7. Par. 10. The error in Stickney's invoice occurred through a clerical oversight in this office, and you should take the surplus quantity into store.

8. Par. 24. The only good grounds Turner could have for charging manufactures with adulteration would be the detection of the ingredients he asserted that they contained. If the tin returned contains turnip or prussian blue, he will be justified.

9. I send copies of two letters I have written to Mr. Wingfield since last mail left, and I hope that one of them may create a little difference between the Governor and the President of the Board of Health.

I am, Sir,

your obedient servant,



Managing Director.

Duplicate Enclosures

Despatch No 496 dated 12th March 194.
Letter to A. G. B. Ailow, dated 13 March 194.
Clients, Apaka

- ⊠ H 2 bale tails "Sir G. Seymour"
- HW 15 bales Sheep Skins "Herodot"
- Z 1 " " " "
- JF 22 " " " "
- HW 9 " Wool " "Hemis"

Extract from letter Lind to Burgow 15 Dec 193.
Ledger & Journal Entries
Remarks on accounts
General Invoice Goods & "Barnak"
Remarks on Stores & additional remarks
List of Enclosures
List of Cargo & "Barnak"

Second of Exchange No 100
- 18/ Loading Cargo & "Barnak"
do. Sugar & do
Copy of letters (two) to the Colonial Office 14th March 194.
Wool Reports
Copy of Brokers Apaka Reports, on Compaup wool & "Setos"
Clients, Apaka Reports, Contracts & Brokers Copies.

- ⊠ H 38 bales Wool & "Setos"
- ⊠ HCC 51 " " & "Setos"

Copies only
North Office's school account for Mrs Sutton 1/8. 3. 3.
- 18/ Loading for W.A. Standing Goods & "Barnak"
Straight return on wool & "Setos" 1/13. 5. 0. J. H. Dean
Clients Invoices & Straight notes Goods & "Barnak"

W. E. Turner	1/8.	2.	9.
J. J. Sutton	1/60.	3.	0.
W. W. Aldrow	1/26.	2.	5.
Capt P. Atmore	1/1.	12.	6.
W. A. Harding	1/1.	14.	10.
W. W. Bertland	1/1.	1.	0.
J. W. Cartment	1/1.	12.	4.

The Rosmos Co's Mail Line Letter
Captain Howlands, account
Straight return on wool & "Setos" 1/22. 0. 8. Rosmos Co.
Ledger & Journal Entries
Remarks on accounts.

Dispatch No 497, dated 31st March / 94.
 Sum of Exchange £600.
 Letter for Capt G. Atmore

No 497.

March 30th, 1894.

Honoring Director of
 the Falkland Islands Co

Per Supplementary
mail via Vigo.
No. 799.

61
London, 59, Gracechurch St. 6th June, 1894.
E.C.

Falkland Islands Company.

Sir,

My last despatch went per Abydos direct, and I have since received your no. 6 of 13th April, and your cablegram "Denderah Stalento", i.e. 1500 bales, which is satisfactory. The latter arrived on the 23rd, and the despatch on the 29th ult.

2. Par. 1. The error in the numbering of the despatches was caused by the one per Fortuna being improperly copied in the letter book; that of March 9th is now numbered 796½.

3. Par. 3. The Melville Island's draft has been accepted by the owners.

4. Par. 4. The Board are much annoyed to hear of the supposed treachery of Schlottfeldt, and I shall take an early opportunity of letting the Kosmos Company know that his continuance at Stanley is not unlikely to prejudice seriously the good understanding between our respective Companies.

5. Par. 7. The tracing of the plan of Stanley is not sufficient for the purpose I had in view, viz. - that of showing that at the East end of the town there are large pieces of land unappropriated, both on the front and the foreshore, so that crowding up the settlement is unnecessary, and can only be contemplated for the purpose of giving annoyance. It is, in fact, only about half the plan, and does not contain our Store premises, or anything to the Eastward. On the plan I have seen there are miles of streets laid out on the other side of the Cemetery, including a square and a public park.

6. With regard to the fencing question, the next mail would give the Governor a nasty check, as he was to be called upon for further explanations, in consequence of Dr. Hamilton's letter to Mr. Packe.

A.E. Baillon, Esq.,
Manager,

Stanley.

7. Par.9. We are concerned to hear of the grounding of the Thetis, and are rather surprised that you have not cabled anything about her by the Denderah; on the assumption that no news is good news we are not much disturbed, but two words would have been sufficient. With regard to the assistance and labour incurred in getting her off, I presume that a full account will have been sent, and that Capt. Patmore will have noted his protest at least, for there will be general average if we like to follow it up. Whether it will be politic to do this or not we shall have to decide when we know how much it has cost; we would rather lose a little than make a claim on the Underwriters in the present state of feeling about F.I. risks.

8. Par.10. For years, and I think during part of my last term at Stanley it was my custom to send both original and duplicate of the despatch by the same boat to Montevideo, and if that boat and the mails are not lost on the way to the River Plate the despatch comes by one or other of the boats from Montevideo. The risk is so infinitesimal that it is not worth taking account of; should a casualty occur it will be necessary to make copies when you hear of it.

9. Par.12. It is by no means certain that we did the right thing in giving way to the Blacksmiths' request for return passages; they paid their own out, and there does not seem any reason for unduly favouring them. I think that if the case occurred again we should be acting more wisely to let them go, but at the time, I think, there was a press of work, and we had to be more or less tender in dealing with them. I hope that you have work to keep them employed, and that during this very slack and unprofitable time you are not allowing them to use steam, except on very special occasions.

10. Par.14. It is satisfactory to hear that the Sissie is able to be worked with care, and probably, as this is the case you will not have to put in the new engines until Noble's return to the Islands.

11. Par.15. Capt. Patmore seems to anticipate that he will bring in about 2000 bales, which will be about double what the Orissa used to do I think.

12. Par.16. We do not wish to be uncivil to the S.A.M.S., but at the same time they must not ask for too much, considering the very tender way in which we treat them on all occasions. I believe that I am expressing the opinion of our Chairman, who is on their Committee, when I say that conditions and stipulations preferred by them are out of place; if I am not, I will correct myself in the next despatch. You might send a copy of the letter to which you refer, so that we may see what they want us to do; if it is anything unreasonable or troublesome to you you would be right in declining it with that suavity you know so well how to exercise.

13. Par.17. None of our harbour vessels or boats are covered against marine risks. I will send out a windlass, but not a patent one, for if she was not worth one when first built as a steam launch, she cannot be worth the expense when she is going to be a mere lighter.

14. Par.20. It is hardly worth while sending the Diaries now, as they could only reach you after eight months of the year had passed; but I have made a note to ship the ones for 1895 by the first mail after they are published. There can be no doubt that these Diaries were enclosed in the case, and the inference is that they were stolen in the Customs shed.

15. Par.26. The Board do not approve of the purchase of horses in the Colony for the Company's use; it is wholly without precedent, to the best of our knowledge, and it is not a practice that it is desirable to begin. In connection with this, I am to point out to you and Mr. Nichol that the only person authorized to expend money on behalf of the Company is yourself, as holding the Power of Attorney of the Directors, and although they do not wish you to refuse to incur expenditure that may seem to you necessary, you are to bear in mind that the responsibility for all expenditure rests with you and you alone.

16. Par.30. Would it not be better to send oil in cases in the next sailing ship?

17. The passage of the Fortuna is wonderful; it is most unfortunate that Dixon and Rowlands did not agree on the passage, and it seems to me that the former failed to carry out his in-

instructions, which were to remember that Rowlands was to be regarded as Master of the schooner, while he was put in to navigate her and to carry out the provisions of the Merchant Shipping Act. Had I anticipated this trouble, I would have sent someone else; but Rowlands raised no objection, and I thought, until a few days before the start that all would work smoothly. However, the difficulty must have been removed long since, and Dixon is probably on board the Denderah.

18. Par.32. The Board are gratified to hear of the favourable impression made by Dr. and Mrs. Eastment

19. Par.37. It is satisfactory that you have been able to make a start with the new jetty.

20. The error about Mr. Anson's bales is happily not due to any fault of ours, as the wrong measurement was given by him, for which see the enclosed sheet of his indent. It will be a pity if he has gone to any expense in returning the bales, instead of having them altered in the Islands, as all charges will, as a matter of course, fall upon him.

21. I have the pleasure of communicating to Mr. Felton through you a resolution of the Board to increase the fees of the Stanley Auditor to twenty five guineas per annum, and in doing so to convey to him the thanks of the Board for the careful manner in which he has audited the accounts.

22. I enclose a copy of a letter I have written to the Colonial Office on the subject of enclosing and letting foreshore in Stanley.

I am, Sir, your obedient servant,



Managing Director

Par.30. It would be better to send all in cases to the

The passage of the Tenthredinid is wonderful; it is most wonderful; all the specimens did not agree on the passage; it seems to me that the former was better than the latter.

Enclosures.

8th June 1894.

Duplicates

Despatch No 498 dated 21st May.

Remarks on Accounts.

List of Enclosures.

List of Clients Goods & Abydos.

List of Company's Goods & Abydos.

Remarks on Stores.

Clients (reports contracts & A/c sales.)

MEV 16 bales wool Abydos

R 39 " " Pentaur

WCP 38 " " Abydos

Z 38 " " Pentaur

EN 24 " " Abydos

R 88 " " "

TR 87 " " "

Commissary ^{Port Louis} letter dated 22nd May.

General Invoice Goods & Abydos.

Hedger & Journal Entries.

Remarks on Accounts.

Tortura's voyage account.

Second of Exchange £600.

Blyth & Garco's, account for Tacks 18/6.

Morgan's account for Turners £5. 7. 4

Morton's account £12. 11. 0. (omitted on Invoice)

Dean & Anson's Indent 1892 (one sheet).

B/Lading case of Jewellery.

" Goods shipped & Abydos

Freight return on Wool Schooner "Abydos" £82. 4. 11. ^{16 items 6.}

Corrected General Invoice £2415. 6. 7.

Kirklands, account for T^o Noble 3/2.

" " " Company £3. 6. 6.

M. J. Matheson's, account for Tacks £32. 0. 6.

Brown Grahns account for Meeting the Mackay family of Packer. £16. 14. 2.

Wool Reports

Miss Sopp's account for Portwand £10. 18. 0

J. G. Cobb's reply to the article in the Star 19th July.

Copy of letter to the Colonial Office dated 6th June.

Remarks on Stores

Charts Invoice Goods shipped @ "Abydos" Packer.

Waldron. 57. 13. 11.

H. K. Nichol 5. 9. 1

J. J. Talton 8. 14. 8.

A. G. Baillon 10. 10. 7.

Baillon & Stickney 17. 1. 8.

Bertrand Talton 17. 8. 10.

Dispatch No 499. dated 6th June 1904. 1st of Exchange. £600.

Remarks on Accounts.

Ledgers & Journal Entries

McDonson's account for Amoy 1/10.

J. G. Cobb's letter to W. J. Dixon ^{14th 16th 1904} regarding him to navigate the Fortuna out to the Islands.

Letter to Capt Howlands dated 8th June

Letter to Mrs Packer Esq.

" " A. G. Baillon Esq.

" " J. J. Talton Esq.

" " H. K. Nichol Esq.

Managing Director of the Falkland Islands Co

June 6th, 1904.

1904.

61
16
2
London, 394 Gracechurch St. 12th July, 1894.
E.C.

Per Neko.
No. 800.

Falkland Islands Company.

Sir,

Confirming my despatch no. 799 of 6th June, I have now to acknowledge the receipt of your no. 7 per Denderah, which arrived on the 16th ult., the ship's mail arriving on the 21st.

2. Par. 2. The error about the Chartres freight was made on this side in charging only the ordinary rate; this you will have corrected.

3. Par. 3. £2000 in silver coin goes out by this boat.

4. Par. 7. You are right about treating the affair between Dixon and Rowlands as one into which it is better not to enquire too closely; the former said a good deal, to which I did not pay much attention, and the only point which causes uneasiness and regret is that relating to the drinking at Fox Bay. Rowlands was formerly a heavy drinker, but has for many years kept himself sober; should you discover that he is giving way at all, you should caution him, and take all measures that you may consider necessary for the safety of the schooner should any bad outbreak occur. In settling with Captain Dixon he complained that he had been charged with the cost of a case of whisky consumed on the voyage, but in the absence of any explanation from you I allowed ~~that~~ this, as the liquor was put on board for the use of the cabin, and was expected to be used moderately. I am afraid that this can hardly be said of the liquor consumed by Rowlands at Fox Bay. Impress upon Rowlands that we should lose very heavily if anything happened to the schooner, as we take a risk of £1200 on her ourselves.

5. Par. 11. I have overlooked the matter of freight on flour, but will write the Kosmos Co. about ~~him~~^{it}. I think, however, they will say that the reduction of 20% under the new contract covered the freights from Chili.

A. E. Baillon, Esq.,

Manager,

Stanley.

6. Par.12. The Directors who have a special knowledge of tallow do not consider that shipping in boxes would answer.

7. Par.13. It is not right to use our clients' tallow as ballast for the Thetis on her coasting trips, as in the event of loss it is probable that there would be serious difficulty with the Underwriters, which would end in our being responsible for the value.

8. Par.14. I do not understand the sale of coals to the Satellite being under a contract that was cancelled years ago. The money has been paid, and as long as the Sabino coal lasts there is no harm done, but it must not be understood that the contract remains in force.

8. Par.15. The knives for the punching machine shall be replaced.

10. Par.18. If Mrs. Hansen considers herself aggrieved over the price demanded for the royalty on sealskins, she should send a protest to the Colonial Office, explaining that others have been more leniently treated. The Board have considered Bragg's application, but think that as the grant of a license to him might involve us in a dispute with the Government it is not worth while entertaining it.

11. Par.25. The question of the freeholds on Fitzroy and Bluff Cove must be settled by you and Mr. Nichol, but I may mention that you should consider the propriety of keeping them for the purpose of securing resting places for our men and sheep on the way into Stanley.

12. Par.26. On reading the details given by Frazer, the Directors think that if the measurements of the house are correctly stated he has some grounds for complaining. Why he should have been content with it, however, for 14 years, and only prefer the request he has made somewhat in the form of a threat is not understood. What we wish to guard against is the establishment of the practice of sending in plans and specifications on the part of our men, and expecting to have them carried out as a right. In this case, in fact, it is not so much the thing he asks as the unpleasant way in which he puts forward his request, and if you can make it clear to him that he has taken the wrong

course, the Board have no objection to your allowing a suitable alteration to be made to the building which will allow him more room, such work to be decided upon by yourself in consultation with Mr. Nichol.

13. We were asked to pay the premium on a policy for £1000 taken out by the late Capt. Packe on house property in Stanley, but as the premium was higher than that of the Royal we insured the same amount with the latter, and arranged that, with the consent of Mr. Packe, you should attend to the renewals as agent for the Royal.

14. One bale of wool short delivered of the triangle mark will have to be claimed for, unless it appears that there was an error in shipment, which seems hardly likely. Only 286 bales were delivered.

Mr. Blake and family will go out by the Isis in September, and if you can conveniently arrange it he would like to have a schooner ready to take him and all his belongings straight away from the steamer.

16. Mr. Melville Keay has been, in his innocence, sending home cheques on your office to people in England, and we enclose one for £28.7.10, which the London & Westminster Bank have asked us to collect for them. We have bought one of Messrs. Coutts for £12 10/., and will try to make things easy for him, if he continues to pursue this erratic course until you are able to point out the irregularity of his conduct. Every payment ordered from the Islands should come through your office.

17. From the enclosed correspondence you will see that the Governor is ordered to reserve the land in front of Ross Road for Government purposes, which means that he is not to sell or let it for building, which is satisfactory; but on the other hand he is upheld in his dealings with the Thetis, and I suppose we shall have to pay this heavy tax yearly.

18. The Celox, a Norwegian barque of high class, has been chartered for the season's stores, and by arrangement with the C.O. will take the materials for the telephone to the lighthouse. The length of wire sent is 6 miles 640 yards, which seems to be about

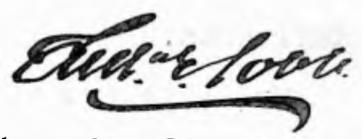
the right thing.

19. It is strange that the diagonal braces sent out from Row-ell's for trial cannot be found; they were sent by Mr. Coleman at my suggestion just before he left the Company's service, and I think I wrote about them privately at the time, though I can find no allusion to them in Mr. Coleman's correspondence. Any of Row-ell's catalogues would explain their use, and you probably have some of them.

20. I hear this morning that Mr. Blake's furniture, which goes by this steamer, is wanted at Hill Cove before his arrival, if you have an opportunity of shipping it. The steamer in September is to be the Pentaur, not the Isis.

I am, Sir,

your obedient servant,



Managing Director.

Enclosures.

Duplicates

Despatch No 499, dated 6th June.

List of Enclosures

General Invoice Goods & "Abydos"

Remarks on Stores.
 Ledger & Journal entries & Remarks on accounts
 Blank Invoices - as follows:-

Bailow & Stickney	14.	1.	8.
A. & Bailow	10.	10.	0.
J. J. Selton	8.	14.	8.
M. & Nichol	-	9.	1.
Bertrand Selton	14.	8.	10.
H. Waldron	57.	10.	11.
Perk. Parks.	227.	0.	1.

Second of Exchange \$600

Charter-party ship "Colo"

Copy of correspondence with the Colonial Office ^{4th & 5th July.}
 Letter for Alex. O'Connell

Copy of letter from the Colonial Office 9th June.

Blank a/c sales reports contracts & Brokers copies

F 146 bales Wool "Denderah"

<u>H</u> 33	"	"	"
S 5 98	"	"	"
S 32	"	"	"
A 45	"	"	"
<u>^</u> 287	"	"	" (sales 286 bales)

press copies only - N.A. 571.

" S 1 98

" HB 140

(only ^{Brokers} report & contract) L 20 casks Tallow "Maggie Warrington"

Northville Keays's cheque £28.7.10. returned ^(see remarks on account)

Copy of letter from the Colonial Office 3rd July

" " " " " " June.

" " " " " " 27th June.

Straight return on wool of "Denderah" £14.18.4 J. M. Dean

" " " " " " £37.17.2. "

Invoice of J. Smith (sails of Abydos) £19.5.6

Contract from Korwerk's letter dated 11th July.

Wilson's account for Mrs. Bonner. 4/6.

Copy of letter from Hayward Lyber dated 12th July

B/Lading for Cigars & Teas of "Neko"

Wool reports

List of Cargo per "Koko".

Remarks on stores

List of Parcels in case. # 204.

List of Goods shipped of "Koko" for clients

General Invoice goods of "Koko"

Hedger & Journal Entries

Remarks on accounts

Despatch No 800 dated 16th July 1894.

List of Exchange £600

Specification from Paterson & Cooper (as ^{apparatus} Siphon)

Particulars of Silver Coin shipped of "Koko".

Letters for the following gentlemen:

A. S. Baillou

Dean Brandon

W. W. Bertrand (2)

Harding W. A.

R. S. Nichol

W. Armstrong

R. H. Buckworth

G. A. A. Anson.

Melville Gray.

J. J. Salton

Bill of Lading for 12 cs Butter of "Koko"

Per Supplementary mail ⁶¹ London, 29th Greenwich St. 31st July, 1894.
N.801.

Falkland Islands Company

Sir,

Since writing per Neko there has been no mail from the Islands, and I now write in anticipation of the Sandy Point mail leaving at the end of the week.

2. In my last I should have told you that the second press per Neko was ordered by Mr. Bridges, and is to go down by the first vessel leaving for his place, unless he has made any special arrangements. The bales for the two presses will be sent next month.

3. I forward a copy of a letter from the Royal Insurance Co., on the subject of endowment policies, which the Board think you should go into with Mr. Nichol, and see if anything can be done, as the scheme seems a reasonable one.

4. I am asking Paterson & Cooper to write some instructions for the erection of the telephone, but if Preece on the telephone, which I gave Fewkes, is to be got at, it contains every information. You will observe that there are magneto-electric calls, not worked by batteries as in the case of the short lines in Stanley.

5. You will please inform Mr. Nichol that I do not write to him by this mail, as in the absence of a mail there is nothing to say.

6. Your cablegram, "Indovina result marterool rowell pandora "narrubio bragg federal inca wakeham liverpool thetis sacamos go "goldworthy left pentaur stalldecke" arrived on the 24th inst., and the satisfactory news about the Governor was at once cabled to Mr. Melville, from whom I had a reply in the evening. The delay of the Thetis is unfortunate, as she can hardly be out again this year.

A.E. Baillon, Esq.,

Manager,

Stanley.

7. Spearing & Waldron have asked us to sell sheep, to which we have assented on certain conditions, but no contract has been made yet. For Mr. Nichol's information I may mention that we are willing to sell a minimum of 5000, to be increased according to his discretion to 10,000.

I am, Sir,

your obedient servant,

Edward Ross

Managing Director.

The Celos left on Tuesday last, 31st July

your Desp. N^o 8, dated 18th June, has just arrived (14th August) & will be answered by next mail. All enclosures found in order.

FOR THE FALKLAND ISLANDS CO.

Walter Miles

Managing Director.

Duplicates Enclosures.

Despatch No 800 dated 12th July.
 Letter (consignees) dated 17th July.
 Ledger & Journal Entries
 Remarks on accounts.
 List of Enclosures
 Remarks on Stores
 List of Cargo of "Neko"
 List of Goods shipped for clients of "Neko"
 List of Parcels
 General Invoice goods of "Neko"
 D Smith's Invoice (sails) to Ahyds #19. 5. 6.
 Clients Accounts & contracts

S-S	98	bals	wool	of "Dunderah"
F	176	"	"	"
<hr/>		286	"	"
S	32	"	"	"
\triangle H	33	"	"	"
R	45	"	"	"
Contract only	Z	23	chs	allow of Maggie Warrington

Second of Exchange £600

Charity-party ship "Belon".
 Bills of Lading of "Neko" (5).
 Corrected General Invoice of "Neko"
 Credit note from Pearson 7/6.
 Credit note from Morton £6. 12. 0.
 Copy of Remarks on "Belon" cargo dated 27th July
 Copy of M. Lagis letter of "Belon" re instructions
 for erecting engine for "Luis"
 Order for Z 23 chs allow Maggie Warrington
 Miss Lopp's school account for Mrs Bertrand 135. 4. 10
 Billading cargo of "Belon"
 Wool Reports
 Clients Invoices Goods shipped of "Neko"

D Smith	£	133.	9.	8.
Sharp & Smith	£	53.	2.	5.
W. B. Turner.	£	15.	18.	1.
H. G. Cobb.	£	28.	6.	10.
Bailow & Steiner	£	18.	12.	6.
Bertrand & Sutton	£	91.	5.	11.
do.	£	1.	6.	11.

Mr Anson. £11. 17. 6.
 Dr Anson. £178. 18. 6.
 Holmsted & Blake £39. 17. 5.

13/ Loading Gunpowder p "Belon".
 Dispatch No 807 dated 31st July.

Copy of letter from the Royal Insurance Co 10th July
 Copy of Quarante given to Captain Sabornsen p "Belon".
 Plan of Engine for "Lusia" from Pollock & Macnab
 Connected General Invoice goods p "Abydos"
 Clients Invoiced goods shipped p "Belon"

Stanley & Lighthouse Telephone	£126. 9. 4.
King	£12. 14. 11.
Kerr & Packer	£13. 11. 5.
Holmsted & Blake.	£30. 17. 5.
H & G bott.	£4. 17. 11.
Bertrand & Selton	£ - 4. 6.

Remarks on Stores.

First of Exchange £600.

Particulars for selecting Telephone from Paterson.
Ledger & Journal Entries.

Remarks on Accounts.

Return freight on Wool p Dinderah £83. 17. 6 Kosmos.
 also debit £2. 2. 11 attached

14th August 1914.

~~Duplicate letter for Mr Nichol~~

Duplicate of Mr Nichol's letter p "Keko".

61
London, 39th. Gracechurch St. 24th Sept. 1894.
E.C.

Per Pentaur.
No. 802.

Falkland Islands Company

Sir,

My last despatch was dated the 31st July, and I have since received your no. 8, which arrived on the 4th ult., no. 9 on the 16th ult., and nos. 10 and 11 on the 18th inst. The original of no. 10 should have been sent by the Thetis.

2. 8, par. 2. As the Denison presses seem in favour, I have ordered one for Fell. Instructions for setting up these presses have been received from the makers, and are enclosed; a copy should be sent both to Mr. Bridges and Mr. Smith.

3. Par. 3. It is regrettable, as showing a certain amount of carelessness, that the non-delivery of 12 packages of goods in 1891 has only now been reported. Why were not enquiries made at the time? It is now too late to make any claim, of course. You should make sure, personally, that everything on a Bill of Lading is delivered.

4. Par. 4. You do not say whether there was any petition sent against the sale of land at the back of the Church. We have not heard anything about it on this side.

5. Par. 6. Mrs. Hansen's cutter has been bought, and has left Poole for Tilbury, but it is uncertain yet whether she will arrive in time, as a long succession of easterly winds has prevented her from making any progress. She is insured for £100 for the trip, and is being brought round for £5. There is a dinghy which I shall try to sell here, as the freight out will be £6, and it is said not to be worth two.

6. Par. 7. The Board have discussed at length your remarks on the subject of nos. 35 and 38, as well as the correspondence relating thereto, and are unable to learn from anything you say that they would derive any advantage from objecting to the Government dealing with the sections as they think proper. As long as we are rid of them, and have the leases of the Reserves, it

A. E. Baillon, Esq.,
Manager,
Stanley.

Yours truly,

Yours truly,
A. E. Baillon

does not seem to us that it matters what is done with them, or who gets them. This question has been neglected and mismanaged on your side, for you ought to have settled the whole thing with Mr. Melville, instead of waiting for Goldsworthy's return. I have, by desire of the Board, written to the C.O. on the subject, and enclose close copy of my letter. You will see that I have asked only for a return of the money spent on fencing, and not for the value of the freehold and buildings, for two reasons, because I wished to leave it to your discretion in consultation with Mr. Nichol to retain possession of one or both houses and sets of pens for the convenience of our sheep, or, if you think best, to remove them from the land, and leave to the new occupier the task of putting up his own, and because, if we are not bound to sell them upon a Government valuation, you may be able privately to make far better terms with him. In deciding about this question, bear in mind that each freehold cost us £64, in the one case paid to the Government, and in the other to Messrs. Dean, and that Fitzroy house and pens stand upon the freehold surveyed by Mr. Bailey, while the Bluff Cove block is, I think, down near the Point, where the old house and settlement used to be. You might get it admitted, perhaps, to take in the present house and pens, as I do not suppose that the Government know anything about it.

6. Par. 8. Your suggestion about the Thetis's voyages could not be carried out; you have lost sight of the fact that she was built specially to meet the demand for a vessel to carry goods direct from London to our clients' ports on the West and elsewhere, and that they would never stand their being trans-shipped in Stanley. She was designed to go to windward, and is admittedly an improvement upon the Orissa, but you cannot expect a vessel of her size and rig to be as smart and handy as the yachts we have on the coast, and the only thing to do is to make the best of her as she is. Perhaps on her next voyage her Master will have better luck and more confidence. It has not been our experience that any vessel, however smart, has been able to do two voyages a year, and in your programme you get two months behind in the first year.

7. Par. 14. You have now the erection of the telephone in your own hands, and I hope that with the assistance of the instruc-

tions supplied by Paterson & Cooper you will have no difficulty. They say that the wire can safely go over a span of 150 yards without needing extra thickness, and the only thing to be careful about is that the two posts from which the Carenage is spanned are high enough. The posts are all ready barked, and I think I have sent more than enough to do the whole line; they ought to be tarred I am told. What I meant about the necessary plant was that you would have the screw earth borers still that were so useful in putting up the line in Stanley, a wire strainer, picks, spades &c., besides materials for soldering. Since I wrote I have taken the precaution of sending another strainer.

8. Par.19. Noble says that he arranged that no one should meddle with the engines of the Sissie until his return. He tells me that the boat will not stand the hard work that she has been doing in towing, and now that she will be fitted up with new engines and boiler it is not desirable to overtax her powers, but she should be restricted to the use for which she was intended, that is as a despatch vessel in the harbour and moving about our lighters, absolutely refusing any heavy towage. What can be the advantage of earning £15 or £20, if you damage her to the extent of £30 at the same time?

9. Par.23. Correspondence on the subject of the scab Ordinance is enclosed, from which you will see that it is proposed to re-enact the one lately ~~passed~~ passed, with some additions from Mr.

Bruce's more lengthy one. I have not heard whether the Secretary of State will adopt any of my suggestions or not; how could you pass, without protest, the clause limiting the period of infection to three months? I hope that if persisted in you will make a good fight over this.

10. Desp.9 par.2. You will be sorry to hear that the Governor is returning almost immediately, the Kosmos Co. having arranged to let the Tani's, their next boat, call at Stanley, which she is likely to do a few days after the arrival of the Pentaur. If half the stories about him are true, it is marvellous that no one has had the courage to petition the Secretary of State against his return: If no one will move, the Colony must suffer, but it is

hard that ~~it should have to do so.~~ it should have to do so.

11. Par. 3. We shall hear from Captain Patmore about his proposition, but as it seems unlikely to be worth while making a claim, it was unnecessary to go to the expense of extending it. Noting that it is quite sufficient in such a case, for it can always be extended

12. Par. 12. The Board will adopt your suggestion about the remuneration of the Auditor, and make the fee £15.15/., it is not usual to fix these fees strictly according to the work done, although in this case the time occupied by Mr. Felton far exceeds that expended by the London Auditors, and the proposed increase was suggested for the purpose of reducing to a small extent the disproportion between the remuneration granted in our respective offices.

13. Par. 14a. When we exchanged 6000 acres at Port Pleasant with Captain Packe we made over to him the freehold of 160 acres on it, but it appeared that the freehold on no. 29, for which we exchanged this land, was actually placed, through some error, on his side of the boundary, and not on 29 at all, and as his house was on it we let it rest, and have never received anything in exchange for what we gave up. It has been proposed several times that the money paid for this should be refunded, and I believe that Mr. Packe approves of this; the amount was £64, being the price of all compulsory freeholds previous to 1871. With regard to the pieces of land on Stanley Harbour, the Board see no objection to the proposed exchange, if the acreages are the same, and upon receiving your report that it has been carried out we will forward a conveyance, for which, by the bye, you must send us a form, letting us know at the same time the number and description of the lot. You are probably aware that conveyances of land from a Company must be under seal.

14. Par. 15. The Board hope that the sale of land at the back of the Church will be disallowed; the Dean appears to have petitioned, but did the Social Club take any steps? If not, they deserve to lose it.

15. Par. 18. It is unfortunate that the articles of the Fortuna were so loosely drawn up, and you must do your best under the circumstances. In all articles there is a stipulation that the

men are to be sent home, if not taken in the vessel, and this I have got over several times with our schooners by having the articles drawn for so long a period, that the men have been glad to take their discharges at the Islands. In one case, I think, we compromised with them by paying them off the original articles and immediately reshipping them at Colonial wages. I assume that they have not in this case been allowed the benefit of the higher pay and their return passage too. If they have served for a year on the wages out of Portsmouth we shall have saved more than the cost of their passages home. I think that they cannot refuse to obey the Master's reasonable commands, and these go according to the custom of the place, so if any of them refuse to handle bales on a jetty they could be dealt with for insubordination.

16. Par.20. I suppose that we had better execute Petaluga's order this time, but you should explain to him, if he is capable of understanding you, that on the very easy terms we give our clients it cannot possibly be of any advantage to us to work for them, unless we do everything ourselves. For instance the trouble we take over ordering the large number of small items in one man's indent is considerable, and the few pounds of commission at 2 1/2% do not reimburse us, unless we carry the goods in our own ship or the Kosmos steamers, out of which we make a little. One thing works into another, and if any portion of our profit is given up, the remainder may be inconsiderable. I am rather surprised that Petaluga has asked me to do this for him, but it is, of course, ignorance on his part. I have not yet decided whether I shall do it or not, for it is not the sort of business that the Company undertakes. I think you should also warn him as well as Felton that the lower freight by sail does not compensate for the worse condition of the wool; the latter's last clip by the Orchid was depreciated at least 1/4d per lb. all round, but it was not sufficient to make a claim on. Then again the insurance is heavier, and when all these things are taken into consideration people ought to see that their action is a short sighted one.

17. Par.21. If we are acting as Bankers we can hardly charge our customers with the cost of cheque books. I have asked you

I still more than once whether it answers to keep the accounts of people
-to and unconnected with us, such as the Government officials in Stanley,
of being a practice you have adopted since I left -but have never got
an answer.

18. Par. 3. The owners of the Inca have accepted the draft
for her disbursements.

19. Par. 5. The short delivery of Packe Bros.' shipment has
been noted, and a claim made provisionally, but this will now be
withdrawn.

20. Par. 7. It may lead to our overlooking orders if they are
mentioned in despatches, instead of being in their proper place,
an indent sheet.

21. Par. 11. I think that the receipt for coals stated that
the sale was made on a contract dated in 1885, but I am not sure,
and I have parted with the paper in exchange for the cash.

22. Par. 12. The Royal have not yet written on the subject of
Mr. Packe's insurance, but as the policy we took out was issued in
London it may take a little time to adjust. If I had not inter-
vened, the old insurance would have been renewed with the London
Assurance, which would have complicated matters, but as their rate
was 30/., which Captain Packe had been paying for years, I stopped
it.

23. Par. 15. If we and not the owners of a vessel chartered by
us, the Concord for instance, have been in the habit of paying the
charge for the Customs officer while on board, you would certain-
ly be right in apportioning the charge among those who have du-
tiable goods on board the Thetis, and I imagine that if any ob-
jection were raised, the explanation would be accepted as reason-
able and unanswerable. Did the Fortuna escape this impost en-
tirely?

24. Par. 17. The Fortuna's sails shall be sent out by steamer.

25. Par. 18. Could you not ascertain, by making an experiment
on a very small scale, whether it would pay us to set up the mat-
erials for galvanizing? I have always had a suspicion that all
these outside undertakings, such as making castings, which were
carried out by Chaplin in my time, although interesting as exper-
iments, cost more than they were worth. I am under the impression

that the stays and iron work of the jetty, if made of good solid iron, will remain good for many years after you and I have ceased to have any interest in the affairs of the Company.

26. Par.19. As the jetty is a permanent addition to our property that will last for many years, I think that you are quite right in your suggestion that the water pipe should consist of iron pipes, and that the use of unsatisfactorily leaky hoses, which are little better than a makeshift, should be discontinued. You would have to take care that there is a continuous fall, so that no water would stand in the pipe to cause bursts in frosty weather.

27. Par.20. I am very sorry that a copy of the Report has not been sent to you, an oversight for which I am alone responsible. I now send you two copies for yourself and Mr. Nichol. It is hardly necessary to repeat that it is always to be treated as confidential, and not to be shown to anyone in the Islands but Mr. Harwood. We do not wish to advertise our prosperity, and for that reason we refuse them to the press, and exclude reporters from our meetings.

28. There was an error in the B/L per Pentaur over the marks of the Roy Cove sheepskins, some twenty of which had Roy Cove only on them without L. This ought to have been reported, as it has caused some trouble.

29. A question is put to you elsewhere on the subject of some return freight on wool from Weddell Island, which Mr. Dean states has been entered at the wrong rate. With reference to this subject I may mention that I have observed in one of your journal entries a charge of 10/. per bale credited to Pallini on wool from Weddell; how was this? Is Mr. Williams willing to pay such an enormous freight? As you are now better provided with schooners than ever, you must take especial care not to let any of our clients' wool get into the hands of any outsiders. If people insist upon chartering themselves we cannot help it, but they will hardly do so at the rates that seem to have been charged lately. By arranging carefully you ought to be able to satisfy everyone. Mr. Waldron mentioned casually the other day that the Fortuna went with him into Fox Bay to pick up some wool, but found that

since it had been removed by the Result, the day before. This sort of
thing should not be allowed to happen; there are too many of
these small fry, and the sooner some of them are run out the bet-
ter. It cannot be said that we are unduly pressing on the poor
man, for we were there first, and all these people are, in fact,
poaching on our preserves, and taking away game that ought to be-
long to us.

30. V. & R. Blakemore have given us particulars of a hydraulic
press which they have on their hands, and are willing to sell it
much under cost price. We do not want it, but there may be a cus-
tomer to be found in the Islands, so I send you the specification
and photograph.

31. Is it possible that the enormous invoice of matches per
amounting to £128.19/4, was necessary, and does it not add to
the risk of fire?

32. In the Fortuna's call at Paake Bros.' place she seems to
have consumed 16 1/2 sheep, probably weighing over 1000 lbs. Was not
this almost reckless expenditure?

33. Gilchrist is going out again, I believe, with a schooner
called the Erminia, 45 years old, belonging to a man who was per-
suaded by Gilchrist that there was a good opening in the Islands
for her. She is nearly as old as the Fortuna, and was offered to
us last year, but declined as unsuitable. The owner called here
lately to make enquiries, and I promised him that if she went out
he would see reason to regret his venture before two years were
over. From what I could gather he means to load her up with coal,
cement, and general goods for sale, in fact she will be one of
those vessels that are such a nuisance to us, and you must do
your best to get her shunted as soon as you can. He asked if
there was not something to be made in carrying goods and produce
about the Islands, this rather amused me, and I said not if we
could help it, and that as we were fully equipped for doing our
clients' work, we intended to keep it in our own hands. The Pan-
dora was exceptionally fortunate in dropping in for work when the
the Castalia was lost, and yet I do not think that the returns
quite came up to Mr. De Soilleux's expectations. The last named
has seen the owner of the Erminia, and has shaken his faith in
his Captain a little.

34. A number of men are going out this time for the Camp, and enclosed you will find a list of them. A. Mc. Call also returns, and there is a man named Arthur Edward Rea from Priestman's, engaged for the season, with a second class passage out and home. He takes Noble's berth, as the latter is glad to get a fortnight longer, and he will return on the 6th from Antwerp with the Governor. The boat is full of Falkland people, and has shut out, I am told, all German passengers.

35. This morning your cablegram from Montevideo "Herodot sou-pape" has arrived, as well as one from Humphreys announcing a vessel for the Islands from Montevideo on the 29th. By this we shall let you know as soon as the Pentaur has left that we have shipped a stallion by her, so that you may make preparations for his reception, and shall add a couple of words about the Governor's return.

36. The stallion is a thoroughbred, and we had Mc. Call up from Scotland to give his opinion on him. He is a grandson of Isonomy and a son of Isobar. You may possibly have heard of one or both of these horses.

I am, Sir,

your obedient servant,



Managing Director.

Enclosures

Duplicates

Despatch No 801, dated 31st July
 Ledger & Journal Entries
 Remarks on accounts p "Koko"
 Remarks on stores
 A/cals L 25 cks tallow "Maggie Warrington"
 Remarks on stores p "Beloa"
Clients Invoices & Freight a/c p "Koko"

J Bridges	£135. 0. 5
Dean & Anson	£178. 18. 6
Dailon & Stickney	£18. 12. 6
Bertrand & Sutton	£91. 5. 11
Hobmsted & Blake	£59. 17. 5
Mrs G Hansen	£1. 17. 6
Bertrand & Sutton	£1. 16. 11
D Smith	£135. 9. 8
W. G. Sumner	£15. 18. 1
H & G Cobb	£28. 6. 10
Sharp & Smith	£53. 2. 5

Clients Invoices & Freight a/c p "Beloa"

W. W. Bertrand	4/6
Stanley & Lighthouse Telephone	£126. 9. 4
Kerr & Packs	5. 11. 0.
H & G Cobb	4. 17. 11.
M ^r King	2. 14. 11.
Hobmsted & Blake	30. 17. 0.

General Invoices, Abydos, Koko, Beloa.

Bill of Lading (two) Beloa

~~Patterson's letter re instructions for telephone~~

List of Enclosures

Sum of Exchange £600

Corrected General Invoices p "Beloa"
 Airlines & Berforth's a/c for Bertrand £14. 12. 0.
 Airlines & Berforth's a/c for Anson £14. 13. 0.
 Letter for Mac Jones
 Imperial Institute (allows ticket) for Bertrand
 Pearson's a/c for Bertrand £5. 9. 9.
 Brewer's a/c for Sutton £27. 15. 7.
 Copy of Clients Indents (as requested).
 (Packs Pros 6, charters, By book,).

- Trustman's specification Machinery for "Tentau"
- Cooper's sheep dip, account.
- Copy of letter to the Colonial Office 12th Sept
- Shakemore's particulars & photo of woolpress
- Plan of Pearson's woolpress & instructions for erecting same.
- Copy of letter & Inventory from John, Allen re yacht Abuna
- Copy of letter to the Colonial Office 14th Sept.
- Somerville's proposed show card for the Company's use.
- John, Allen's, a/c yacht Abuna £95. 0. 0.
- Specification of Sundries (on consignment) from Trustman Bros.
- Company's forty-second Report for A. G. B. Bailton Esq.
- Syler's specification for Tacks Bros & Co.
- Syler's Specification for Sutton
- Copy of letter from the Colonial Office 28th Aug.
- Specification & instructions for woolpress for Bonner from Ladd.
- Bill of Lading 50 bbls Sugar for "Tentau"
- Ledger & Journal entries
- Remarks on Accounts. & Replies to Remarks.
- General Invoice Goods for Tentau & suppliers
- List of cargo.
- List of cargo shipped, per "Tentau"
- Remarks on Stores
- Reply to remarks on Stores
- List of Parcels in Pearson's care, 999.
- ~~Preparatory to 802, dated 27th Sept~~
- List of Exchange £600
- Crout's Invoice Sundries supplied for Stallion's voyage £6. 9. 6
- List of Labourers employed as per Agreements
- ~~Memorandum for MacCall's agreements sent by MacCall~~
- Letters, as follows - A. G. B. Bailton Esq.
- (2) Nichol, Kerr Tacks, Goodhart, Dean
- Spandow, Harding
- Supplementary Remarks on Accounts

Via Antwerp.

Per Tanis.

No. 803.

61
London, 33, A. Gracechurch St. 4th Oct. 1894.
 E.C.
Falkland Islands Company.

Sir,

I confirm my last of the 24th ult. per Pentaur, which was detained at Tilbury until the morning of the 27th, owing to an accident in the Scheldt.

2. I have to report the arrival of the Thetis on the 27th ult., all well. She will go into dry dock, and then load out.

3. The Board are surprised to find that she had room for 100 to 150 bales of sheepskins, which, nevertheless, you shipped by the Pentaur. Considering the importance of filling up our own vessel in preference to the steamer, a fact which must be obvious to you, we wish to have a full explanation of this apparently singular proceeding.

4. Mr. Noble, who goes out by this opportunity, tells me that he is sure that there is not enough oil to last the Priestman engine during the season at Goose Green. If this is the case, why was there not an order for it among the season stores indented for and shipped per Celox? There is a line for 150 barrels of the most expensive paraffin in one of the late indents, but it cannot be intended to use this in the engine, in the face of the makers' assertion that it will run equally well with the most common kind. Under the circumstances I shall send a few barrels by the Thetis.

5. The Aluna, after various mishaps, has arrived at Ramsgate, but I expect will remain there until the wind changes. She is insured for total loss from Poole to Tilbury.

I am, Sir,

your obedient servant,

Edw. & Sons.

Managing Director.

A. E. Baillon, Esq.,

Manager,

Stanley.

Enclosures.

Duplicates

- Despatch No 802.
- Ledger & Journal Entries
- Remarks on Stores
- Remarks on Account
- List of Cargo.
- Second of Exchange £600
- List of Shepherds
- List of Fancals
- List of Enclosures
- Letter dated 25th Sept 1894.

Printman Invoice for extra of Mr Bra.
 Loading goods from Printman on consignment
 " General Cargo.
 Station

Morton's Invoice £6. 12. 0.

Wool Reports
 Accounts for Bertrand £3. 10. 5
 Copy of Brokers reports & contracts of
 Companies Sheep skins of "Pentaur"
 Clients reports & contracts & brokers copies

8 bales Sheep skins Pentaur

S	24	"	"	"	"
P	5	"	"	"	"
HL	2	"	"	"	"
SI	6	"	"	"	"
I.N	1	"	"	"	"
R	7	"	"	"	"
T.R.	4	"	"	"	"
B	7	"	"	"	"
H.W.	8	"	"	"	"
S+S	6	"	"	"	"
HGC	4	"	"	"	"
M.V.	4	"	"	"	"
Roy	19	"	"	"	"
H+B	13	"	"	"	"
FB	37	"	"	"	"
MB	4	"	"	"	"
L	5	"	"	"	"
WT	4	"	"	"	"

Brokers Copies Company's Wool of "Pentaur"
 Clients reports & contracts + Brokers copies

H-B	120	bales Wool of "Pentaur"	
HB	172	" "	"
L	399	" "	"
F	81	" "	"
E.N.	8	" "	"
Z	107	" "	"
△	67	" "	"
WFELL	37	" "	"
DS	38	" "	"
GI		" "	"
Ⓟ	135	" "	"
TB	84	" "	Crossowen
H.W.	53	" "	Pentaur
Ⓟ	19	" "	J.W. Saylor.
TDP			

Freight return on wool of Pentaur schooner J.M.D.
 Bluff & Pascoe's Invoice of Bertrand 1899.
 Corrected General Invoice of Pentaur
 Poppewell's Invoice for Baillow & Stickney
 Remarks on accounts
 Letter ~~from~~ for A.C. Baillow Esq.
 Letters (2) for R. Blake.
 " for Goodhart
 Remarks on stores

Enclosures.

Duplicates

Despatch No 803, dated 4th Oct 1894.

Client's reports & contracts,

F 81 bales Wool of "Pentaur"

L 107 " " "

DS 38 " " "

L 399 " " "

M.B 84 " " "

WPELL 57 " " "

△ 37 " " "

I.N 8 " " "

ⓉB 19 " " "

TDP

Client's reports & contracts

I.N 1 bale Sheep Skins "Pentaur"

TR 4 " " " "

M.B 4 " " " "

L 45 " " " "

△ 8 " " " "

S 24 " " " "

S.S 6 " " " "

WP 4 " " " "

ⓂH 2 " " " "

M.V 1 " " " "

F 5 " " " "

A 7 " " " "

ROY. 19 " " " "

List of Enclosures.

Remarks on accounts

Box 50 bales Sugar of Pentaur

" 45 pkgs. Wire "

John Allen's receipted accounts for £95

Copy of Brokers reports & contracts for ^{the} company I allow

" " Agents company wool of "Denderah" & "Pentaur"

Client's, Agents & brokers copies

copies

ⓂG.C

5 bales Wool "Abydos"

"

M.B

142

"

"

"Pentaur"

"

M.B

120

"

"

"

copies

ⓂB

134

"

"

"

	2. 104 bales	Wood	Pentaur
	F 81	"	"
copies	HEX 13	"	"
	37	"	"
	DS 38	"	"
	WFILL 37	"	"
	LN 8	"	"
	MB 84	"	"
	7B 19	"	"
	7B	"	"

Minutes Invoiced goods shipped of "Pentaur"

Frank Anson	6.	8.	0.
D. B. B. Stickney	49.	1.	8
R. S. Nichol	6.	14.	1
Pack & Bros Co.	131.	17.	3
M. DeShuntz	5.	8.	11
W. S. Sumner	15.	17.	10.
J. Smith	23.	19.	2
G. Bonner	182.	3.	3
J. I. King	4.	6.	8
J. Sumner	1.	10.	11
Hobmested - Blake	29.	13.	4
Kerr Pack	288.	14.	2
A. S. B. B. B.	-	16.	2.
Werkland's account for A. S. B. B. B.			8/8.
" " " J. I. King			17/-.
" " " G. Bonner			£15. 10. 0.

- Wood Reports
- Ledger & Journal Entries
- Remarks on accounts
- List of Exchange of 600
- Letter for R. S. Nichol
- " " J. J. Talton.
- " " W. A. Harding
- " " A. S. B. B. B.
- " " Geo Thomas Bridges

61

Per Supplementary *London, 37A, Gracechurch St.* 13th Oct. 1894.
mail, via Lisbon. *E.C.*

No. 804.

Falkland Islands Company.

Sir,

Since writing you per Tanis there is nothing of importance to report. I have to advise sending you on the 27th ult. the following cablegram, - "Sertissage Stallion Governor returns", which was intended to go down by the vessel reported by Humphreys as sailing on the 29th. This should have been reported per Tanis.

2. The Aluna has arrived at Tilbury at last, and much credit is due to the man who brought her up from Poole in the teeth of continuous easterly and north easterly winds. I have been down to Tilbury myself to see about her, and have at last been able to make arrangements for having her looked after while there; but she has been somewhat of a trouble, and I hope that Mrs. Hansen will duly appreciate what has been done for her.

3. The sales are going still worse, and much of the wool ~~offered~~ offered by Hoare yesterday was bought in.

4. Invoices and account sales, as well as the Government bill are forwarded, for which see list of enclosures.

5. On putting the Thetis into dry dock a certain amount of straining in the bottom, the result of grounding at North Arm, was noticed, and it will be a week before she can be expected to get to her loading berth. This shows that the protest ought to have been noted at the time, though, fortunately, we are not likely to have any trouble over the insurance.

I am, Sir,

your obedient servant,

Edw. G. Looe.

Managing Director.

A. E. Baillon, Esq.,

Manager,

Stanley.

Per Herodot,
No. 805.

61
London, 57, Abchurch Lane, 19th November 1894
E.C.
Falkland Islands Company.

Sir,

My last despatch was dated the 13th ult., and I have since received your no. 12 and letter of the 17th September per Herodot, as well as your telegram from Montevideo of 1st inst., as follows; - "Fothered Sterling rosenfeld newyork federal speke leyland liverpool", meaning that the Sterling and Speke had put in for repairs, and that you wished a credit arranged with the owners of the latter and reported by cable, which was done on the 5th inst. in the words "Fictionist Speke", meaning "take draft on owners of Speke", which I hope arrived in Montevideo in time to be forwarded. It is assumed that this message was brought up by a special boat, probably one of our schooners.

2. 12-2. You mention that the Zelia was expected, but do not report her arrival, which, however, we learn from other sources. Mr. F. Townsend is hardly a person to be taken seriously, and I understand that the idea of a special mail service has fallen through, which, as a matter of course, it was bound to do, failing our support, without which no mail service can be a commercial success.

3. Par. 3. I wrote to Morris Little & Son to ask if they had really appointed an agent, (and such an agent) to which they replied that it was quite true, as they found their business with us falling off. I rejoined that we had always kept a sufficient stock of their dip, and that their traveller had made no use of his eyes, if he failed to find out that we were agents for 24 out of the 27 sheepfarmers in the Islands, further remarking that time would show whether they had consulted their own interests or not. I propose to cease to do business with them altogether, and to persuade people to try Ness's dip in preference, if, as I understand, those who use it like it as well as Little's.

A. E. Baillon, Esq.,
Manager,
Stanley.

4. Par. 8. It is true that Frazer sent in a demand for alterations in 1885, accompanied by a plan of what he considered necessary. I think that the addition was made in 1888, but I really cannot keep a record of all things of this sort in my head. He has repeated the mistake he made the first time in putting forward a demand instead of a request, being, although well meaning, absolutely wanting in tact. Of course the question I should have put was, why is the house which was satisfactory in 1888 insufficient in 1894? But this remark was made to you, and not intended to be passed on; there is no use in irritating an excitable man. The Board have already sanctioned any improvement in the house that you or Mr. Nichol may consider desirable, but our people cannot be allowed to draw up plans for themselves. You might look up the correspondence quoted, and see if the additions asked for in 1885 had all been supplied. I think there was a lean-to at the back, besides a greenhouse and some minor work in the entrance, but I am not sure.

5. Par. 7. On looking at the policies on the Pandora &c., it appears that the risk of voyages to ports on the coast is covered.

6. Par. 9. As to the water hose, which I suppose you mean, though you spell it "house" twice, your suggestion has been adopted, and a quantity of iron piping, sufficient for the West jetty has been bought. It would have been better if Turner had mentioned his authority for stating the price and weight so confidently; as a matter of fact it will cost more than he says, as it appears that the thickness he suggests cannot be procured, and he is evidently thinking of down piping for rain water, which is made with sockets, not flanges, and is unsuitable for making a tight joint. In order to make a good job of this piping the flanges have been planed, and a quantity of packing sent for them as well as bolts and nuts. If the piping is satisfactory, more will be sent for the new jetty, as soon as you give particulars as to length, extras required, &c.

7. Par. 10 about the Fortuna's sails is unintelligible. You say that Rowlands is of opinion that she ought to have a new suit of sails; this is precisely what is being supplied by converting the

Castalia's new sails for her use. But in your despatch 9 par.18 you said that you were only sending the Castalia's staysail, foresail and mainsail, as you had plenty of jibs. If this was the case in July, how was it that in September you asked for a standing jib to be added to the suit? Had the plentifulness of jibs disappeared in a short two months? Or if not, why was not one of the Castalia's new ones sent home for conversion? I put on one side the idea that Rowlands wants an entirely new set of sails in addition to those that are being converted; that would be too absurd. I hope that Lapthorn will have made a good job of them, there have been a number of instructions and counter instructions received about them, and I refer you to correspondence on the subject, which you will find enclosed.

8. Par.14. The telephone installation offered from Valparaiso is not of the same class as the one sent out evidently, the wire being only galvanized iron or steel, and the whole thing was hardly likely to be up to Paterson & Cooper's standard.

9. Par.15. The Board have considered your application for leave next year, and have much pleasure in granting it. If you find that you are able to leave by the March mail, they consider that you had better do so, and have no doubt that you will be prepared to return to Stanley by the mail in the following November. The question of carrying on the business during your absence was also discussed, and the Board think that Mr. Harding should assume the management under a Power of Attorney from yourself, (according to the substitution clause in your own) on the same lines as those I have formerly given Mr. Langdon, in 1879, 1884, and 1888, a copy of which you will, no doubt, be able to find. The Board propose to continue your full pay during your absence from the Colony, and you will make arrangements with Mr. Harding for the extra work that will fall upon him.

10. I mentioned to the Board that Mr. Harding wished to get his sister out by this mail, and had applied for permission to overdraw his account for the purpose of paying the passage money; but it was decided that by way of showing their appreciation of his services so far the Board would give Miss Harding a free

passage.

11. I enclose sundry correspondence relating to the bale of wool short delivered ex Denderah belonging to Baillon & Stickney of Fox Bay. There appears to be no doubt that we received, and are therefore responsible for 229 bales, which were brought over to North Arm by the Thetis, and then partially shipped into Stanley by the Hornet. The matter is complicated by the mistake made in entering one bale too many for Packe Bros., which ought to have been seen, if the accounts of wool are kept as carefully as they used to be. You must search this matter out to the very bottom, for if the bale cannot be found, or proof given that the steamer received it, we shall eventually have to pay for it. Let all the numbers as taken on board the schooners, the hulk, and the steamer be scrutinized, and you must surely be able to clear the matter up, for it is impossible that such a substantial thing as a bale of wool can have evaporated. In loading a steamer, do you not keep at hand a list of what the hulk should turn out, for the purpose of comparison with the completed tallies? And if so, how were these discrepancies allowed to pass?

12. I have to point out that sufficient care is not taken now over the shipment of sheepskins. Not only have there been frequent cases of heating owing to premature baling, but the stowage on board the Thetis was not good, and the greater portion were damaged. Skins from sheep killed in the autumn are never ready for baling before the spring winds have passed through them; I have proved this over and over again, and I would never allow skins to be baled out of season.

13. Why was it necessary to buy the Thetis's coal bags, notwithstanding that a number were shipped last year? I know too well how people will consume bags if they are not checked, but an eye should always be kept on this form of waste, which is always a dead loss.

14. If it can be conveniently done, it would be desirable to let the Thetis sail direct from Darwin, as the Vicar of Bray and other vessels used to do.

15. In arranging the Thetis's coasting trip I have left the question of several ports to your discretion. There appears to be hardly enough cargo to warrant the risk and loss of time involved in going to San Carlos, especially as there is no coal, and you may probably find it as convenient to send Bonner's cargo round by schooner, if he arranges to have a cargo of wool ready, which arrangement for getting his first wool home early will be sure to suit him as well. Then there are the goods for Beaver and Dunnose Head. Captain Patmore is exceedingly averse to going to the latter place, which he says is an unsafe anchorage for the Thetis. I am unwilling to oblige him to go there, and at the same time I wish to consult our friend Mr. Buckworth's convenience, so, if it must be done, the best way will be to lose some time over it, and boat the cargo ashore from Halfway Cove, where he can lie in safety. But a still better plan, I think, would be for you to arrange to send the Hornet or Fair Rosamond to meet the Thetis either at Roy Cove or Weddell, take out the Beaver and Dunnose Head goods, together about 42 tons, and call somewhere for a load of wool back. These arrangements must, however, be left to your discretion, as we cannot interfere with your plan of campaign from this side. It must be remembered that the Concord and other vessels have delivered cargo at Dunnose Head safely, and for that reason Mr. Buckworth might consider himself ill-used if we refused to allow the Thetis to go there.

16. In some instances lately the Great Island mark has been simply DS, which is too much like that used at Port Stephens. It should always be ^{DS}GI.

17. Mr. Williamson, of Cooper's, is coming out with a new dip, which he says is going to supersede everything yet seen. I shall write on this subject to Mr. Nichol.

18. We have agreed to sell wethers for freezing to Messrs. Spearing & Waldron at 7/- per head, upon the joint guarantee of Messrs. Cameron & Greenshields. Correspondence on this subject is enclosed.

19. You will find enclosed a copy of a letter from the Mid Kent Jam people in which they express some not unnatural surprise at the return to England of the fermented stuff, which they

agreed to replace with sound jam. No instructions to deal with it in this way were sent, and it is clear that freight and charges should not have been incurred on stuff that is absolutely worthless. Of course we cannot ask them to pay freight per Thetis, nor can we recover the cost of packing in cases, which I see our careful Storekeeper has charged.

20. Since beginning this despatch your telegram about the Galgorm Castle has arrived. From the report to Lloyd's I judge that this is about the heaviest case since the Bidstone Hill or the Old Kensington, and I cannot by this mail tell you anything about money, as I feel sure that the Board will require a Bankers guarantee at least, seeing that she is owned by a Company with only one ship, and that Belfast people are not all as solvent as they might be. The Salvage Association have been here about the ship, and it seems likely that they will send out masts and spars if nothing else. If they take the matter up, as they have done in several cases before, any difficulty about finance will be removed. You might have gone a little farther in your cable, and let us know the estimated cost of repairs within a thousand or two. I shall endeavour to give you some instructions by cable to ~~catch~~ ^{catch} this boat.

21. In making up your accounts for the year you must be careful to give the Store credit for all sales and repairs to ships up to 31st Dec. By next mail we shall give you an estimate of the produce for 1894 unsold, ~~of~~ ^{of} the account sales of which will not be out in time to go into this year's accounts. If you get ~~them~~ ^{it} by the January mail ~~they~~ ^{it} will be in time.

22. I have asked the Kosmos Co. for their sailings next year, but have not got it yet, so cannot print a new table.

23. Do you not think that it could be arranged to supply coals to the West out of the stock in Stanley, instead of shipping per Thetis? It seems to me that you have a large stock, and that as Thomas is taking out 100 tons, and the Erminia, a schooner Gilchrist is taking out will have more, you are sure to have plenty at this time next year. The cost to the farmers of coal shipped from England with freight and insurance is about 48/6,

24. With reference to your letter of 17th Sept., the words Herodot Soupape arrived here, but not Fothered Astoria.

25. The Thetis left the Docks on the 16th inst., and it is impossible in the time to get the invoices completed, but they will follow by the next mail. She was quite full and shut out a few packages, which have been sent down to Tilbury. Unfortunately among them were a few cases of machinery for Port Stephens, but we shall arrange to carry them at no extra expense to Mr. Dean, and they can be put on board the Thetis on her arrival. A small parcel of tobacco from T.C. Williams Co. arrived too late to go on board the Thetis, and they are sent by this steamer, but unfortunately the invoice has been put on board the Thetis by mistake, and we have no duplicate. Knowing this you can arrange for payment of duty, as I believe we can give you an approximate idea of the quantity.

26. We have obliged Dr. M. Keay by shipping some stores, which he ought not to have asked for, as we have never laid ourselves out as commission merchants except for our farming clients. They have been ordered from Whiteley's, and you will have to arrange with Captain Patmore what to charge extra for depositing them at the head of his creek. The West Falkland doctor used to get his annual supply of stores from Stanley, and we could be cutting our own throats if we adopted this sort of business. A large order upon which we made some profit we used to deliver at his place, but in this case we cannot do so of course.

27. I have seen the Salvage Association this morning, and learn that nothing will be done until full accounts are received from the Captain. They speak of the probability of sending everything out.

I am, Sir,

your obedient servant,



Managing Director.

Enclosures

19th Nov/94

Duplicates

Despatch No 804, dated 13th Oct/94.
Ledger & Journal Entries
Remarks on accounts
List of Enclosures
Clients Invoices as follows:-

J. J. King	4.	6.	8
J. Sumner	1.	10.	11
Packs Bros & Co.	131.	17.	3
W. B. Bennett	5.	8.	11
Holmsted & Blake	29.	13.	4
Yark Packs	288.	14.	2
A. G. Brailow		16.	2
G. Bonner	182.	3.	3
D. Smith	23.	19.	2
W. G. Turner	15.	17.	11
Dean & Anson	6.	8.	0
Brailow & Stickney	49.	1.	8.

Clients Apales :-

DS	38	bales	Wool	"Pentaur"
W.F. & Co	37	"	"	"
ETN	8	"	"	"
Keybrd.	288	"	"	"
Z	107	"	"	"
T	81	"	"	"
△	37	"	"	"
T.B.	84.	"	"	"

Second of Exchange. £600

✓ Letter for W. W. Bertrand
 Copy of Brokers credit note (wool samples) 8/9
 Copies of Brokers apales comprans Skins of Pentaur
 Clients Apales & brokers copies "Pentaur"
 press copies only HGC 4 bales Skins "Pentaur"
 " SI 6 " " "
 " B 7 " " "
 " H.N. 8 " " "
 press copies only JB 37 " " "
 " HB 13 " " "
 " △ 8 " " "
 " S 24 " " "
 " ETN 1 " " "
 " H 2 " " "
 " WP 4 " " "

A 7 bales Skins Tentaur
 TR 4 " " "
 S.S 6 " " "
 MEV 4 " " "
 Roy book 64 " " "
 T 5 " " "

- ✓ Bradford Manufacturing Co's a/c for Bertrand 11-7-5
- ✓ Priestman's Notice re oil engine
- ✓ Brokers copies Company Producer of "Shetis"
- ✓ Priestman's a/c for Company 11. 10. 5
- ✓ Copy of correspondence dated 30th July, 29th Oct.
- ✓ S. Nov re the missing bale for "Herodot"
- ✓ Copy of letter from Laphow re sails "Fortuna" dated 27th Oct
- ✓ Contract from J. B. Williams letter re the packing the tobacco for "Herodot" dated 20th Oct
- ✓ Hows White Co's reply to the claim for jam returned, dated 12th Oct.
- ✓ Remarks on Accounts 1890.
- ✓ Bill of Lading 50 bags Sugar of "Herodot"
- ✓ Clients reports contracts & appeals.

52 hides of "Shetis"
 SS 36 " "
 S 184 " "
 press copies WIFE 56 " "
 DS 1 bale Skins "
 A 5 " " "
 WFELL 2 " " "
 no appeals L 2 " " "Herodot"
 press copies B 14 " " "
 IN 20 lbs Penguin oil Shetis
 press copies HVE 4 " whale oil "
 F 4 " Sallow. Shetis
 WTP 31 " " "
 L 18 " " "
 press copies B 3 " " "
 press copies HB 37 " " "
 DS 37 " " "
 press copies (no appeals) HGC 37 " " "
 press copies HVE 7 " " "

- ✓ Straight return schooner "Herodot" & "Tentaur" (Brama)
- ✓ Herodot's Invoice for H Waldron
- ✓ Danson's Quarante for watch Anson
- ✓ Smith & Walstead's Invoice for the Company
- ✓ Bills of lading (17) & duplicates relating to "Shetis" cargo.

- ✓ Sylar's Specification of Wool pens shipped
 - ✓ per "Herodot" for Bertrand
 - ✓ Sylar's Specification for Blake
 - ✓ Debit note from Anning for Bertrand 11/5-
 - ✓ Debit note from Anning for Sharp & Smith 13/-
 - ✓ Letters for Capt Patmore (3).
 - ✓ List of Exchange £600
 - ✓ Ledger & journal entries.
 - ✓ Remarks on accounts.
 - ✓ List of Cargo
 - ✓ Remarks on Stores
 - ✓ List of Parcels in Pearson's care. N^o 7853.
 - ✓ General Invoices
 - ✓ List of Clients Cargo
 - ✓ Morton's Invoice for Pack's Box to goods of Shute
 - ✓ Morton's Invoice for Dean "Arrow" " "
 - ✓ Copy of the Rooms Co's Mail Table.
 - ✓ Additional remarks on Stores
 - ✓ Boulton & Paul's catalogue
 - ✓ Two receipts for Bertrand from G. M. Dean
 - ✓ Letters as follows -
- Robert Blake. (2)
 R. E. Nichol. (2)
 Melville Kexay
 W. B. Turner
 W. W. Bertrand
 Dean Brandon
 A. B. Baillon
 W. A. Harding
 New Pack
 J. J. Sutton
 J. A. Goodhart

17th Nov 1893
 17th " 1894

Per Supplementary ⁶¹ *London, 29, Abchurch Ln. E.C.* 8th Dec. 1894.
mail via Lisbon.

No. 806. *Falkland Islands Company*

Sir,

Since my last per Herodot on the 19th ult., we are without any further despatches, although the Sandy Point mail is close at hand.

2. I enclose copy of a letter from Mr. Heuston of Dublin, with reference to the Miller family, who are entitled, as they come of age, to their shares of certain monies that were left in the hands of the late Dr. Heuston. You will please report how many of them are living, so that Mr. Heuston can remit the amount due to the eldest girl, who is now of age.

3. On making up the Thetis's freight account homeward, it appears that she carried only 457 tons, which seems to show that there must have been room for a good deal more, notwithstanding that there is a certain amount of broken stowage with casks. This seems to point to the fact that the error in judgment over the sheepskins caused a nett loss of fully £100.

4. I shall be glad if you will ask all clients to send us a full specification of their wool and sheepskins, both for the convenience of the Brokers, and to enable us to check the quantities of the latter.

5. The serious fall in wool makes the amounts advised for insurance ^{of our clients' shipments} in most cases far too high. It appears to me that the best way will be for them to advise us as to the number of bales they expect us to ship, leaving us to insure according to the appearance of the market. When, owing to the use of a new press, an alteration in weight is to be expected, notice should be given. In the case of those who make up their wool into bales of different sizes, it should be stated how many, approximately, of each there will be.

A. E. Baillon, Esq.,
Manager,
Stanley.

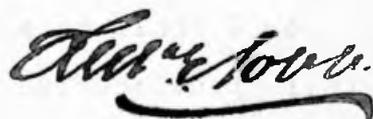
6. I enclose copy of a letter from the Produce Brokers' Company to Messrs. Anning & Cobb on the subject of penguin oil, which you should forward to Nilsson of New Island. These people are the highest authorities on oil, for which reason it was considered right to put Nilsson's shipment into their hands. The result will, no doubt, be disappointing, but the oil was in every way of such inferior quality, that no better could be done with it. As to sperm oil, of which Mr. H. Waldron sent another choice sample, it must be understood that the blubber of a decomposed or blasted whale, thrown up on a beach, however much it may be appreciated by Fuegians as an article of food, is not an article suitable for the London market.

7. We send this time all accounts that can be made up to date for incorporation in those of this year, together with a moderate estimate of the tallow remaining on hand to be credited to 1894.

8. A picture for Noble went out by the Herodot, and on receiving from the sender ~~copy of~~ a letter ordering it, I paid the account.

I am, Sir,

your obedient servant,



Managing Director.

Enclosures.

Duplicates

Despatch No 805 dated 19 Nov 1944

- Remarks on Stores
- Additional Remarks on Stores
- Remarks on accounts 1893.
- List of Parcels
- General Invoice
- Hedger & Journal Entries
- Remarks on accounts
- List of Enclosures

Chints Apeles as follows:

S+S	6	bales	Skins	Toutauw
MEV	4	"	"	"
Roybok	64	"	"	"
FF	5	"	"	"
EN	1	"	"	"
<u>H</u>	2	"	"	"
WP	4	"	"	"
S	24	"	"	"
R	7	"	"	"
T.R	4	"	"	"
<u> </u>	8.	"	"	"

List of Cargo.

List of Cargo for Chints
Chints Apeles reports & Brokers copies

	W.P.	31	chs	I, allow. Shatis
	L	18	"	"
Brokers deal only	<u>B</u>	3	"	"
	FB	37	"	"
	S+S	36	S, atted	Hides
	S	184	"	"
	<u> </u>	52	"	"
Reports only	EN	20	chs	Penguin oil
	D+S	37	"	"
	DS	1	bale	Skins
	R	5	"	"
	W.Fell	2	"	"
	L.	2	"	"

Second of Exchange. £600

30	Mail	Time	Tables	
Williams	Invoice	for	Portland	14. 9. 3.
Williams	Invoice	for	Delake.	14. 8. 9.
Williams	Invoice	for	Shallow	14. 8. 9.
M/ading	Mrs Hansen	letter	of "H prodit"	

To Lading General Cargo of "Harodot"

50 cks Sugar
Chapman's ac for P Noble £12. 15. 0

Wood Reports

~~Copy of Brokers reports contracts Company Sallow~~

Devison's instructions for 10 Feb

Straight return on wood Schooner Harodot J.M.D.

Obliants Apals & Brokers copies

press copies HGC 37 cks tallow Shetis

DS 37 " " "

press copies HW 4 " whale oil "

EN 20 " Penguin oil "

press copies HW ~~B~~ 7 " Sallow "

Brokers ^{contracts & apals} copies Company's Sallow for Shetis

~~B~~ 14 bales Skins Shetis

L 2 " " "

R 5 " " "

DS 1 " " "

W Feb 2 " " "

Brokers copies Company's Skins of Shetis

press copies ~~B~~ 1 bale Wood Sallow

DS 28 " " Harodot

Boysbook 290 " " "

T.R.

Copy of letter from R.J. Houston dated 22 Nov

To Lading for J.J. Sutton goods of "Orchid"

" " " A Pitabug "

Wilson, account of Almas 1/8 (d barrel port)

Copy of letter from the Producers Brokers 6-
re oil, dated 28 Nov.

Corrected General Invoice of "Shetis"

Obliant Invoices goods of "Shetis"

press copy HW 441. 7. 10

~~B-S~~ 440 14. 8

Weddell 571. 12. 5.

Blake 639. 10. 9.

J.F. 230. 6. 8.

Donner 593. 18. 2.

Chartres 435. 5. 8.

Boysbook 413. 8. 11.

~~PB~~ 469. 6. 4.

Spring Point 358. 15. 5.

~~PB~~ R 271. 4. 8.

~~PB~~ Howard 28. 16. 3

VSP 194. 11. 1.

E.N.	19.	18.	4.
T.R.	37.	8.	0
Turner	58.	9.	11
<u>M.R.</u>	143.	17.	5
T. Atmore	—	9.	0
Mrs B. Stickney	—	15.	5

Prints Invoices Goods shipped of "H. Prodot"

<u>B.S.</u>	8.	2.	6
Mrs Hansen	203.	7.	5
Charters	8.	0.	5.
Blaks	33.	17.	5.
Boyd	361.	10.	1
W. S. H.	134.	1.	11
Turner	22.	0.	3
V.S.P.	83.	11.	9
Kolla	—	7.	10
A. G. B. Ailow	—	17.	0
T. Atmore	—	4.	10
V.S.P.	—	14.	4
Nichols	—	10.	2

Prints Invoices Goods shipped of "Ouchid"

T.F.	\$ 436.	18.	2.
A	\$ 431.	12.	6.

Prints of Exchange \$600
 Ledger & Journal Entries
 Remarks on accounts.

Rosmos Mail time tables
 Pacific Mail time tables
 Letter to J. J. Atmore A. G. B. Ailow
 Remarks on stores for "Hatis"

Letter for R. Blaks
 Samples of Duplicates from Mrs. P. Amall.
 Letters for Capt. T. Atmore (10)
 The Drafts & Lion Plate Mail Packet Time Table
 Letter to A. G. B. Ailow dated 8 Dec 194

8th December 1894