

# Jane Cameron National Archives

# Newsletter



INSIDE THIS ISSUE:

Chicken Run	2
The Death of Harry Ring	4
The Falkland Island & Dependencies Sealing Co Ltd	6
Stormy Weather	7
Death of Robert Hudson RE	10
Augustine Roba	12

## Some New Donations

The Archives received a number of welcome donations in 2019 and two of said donations lent themselves to being scanned and uploaded to the website so that all can enjoy them.

In April 2019 Maria Strange donated the farm diaries of William Duncan. These records give a fascinating insight into the day-to-day life of a family and work on an isolated sheep farm. The diaries held span the period March 1871 until February 1893.

In July 2019 the Archives received two photograph albums which the Friends of the Museum and the Archives (FIMA) generously purchased for the Jane Cameron National Archives. The photographs were taken by Arthur Cobb and gifted as albums in 1906 and 1907 to Dean and Mrs Brandon.

Arthur Cobb was an avid ornithologist and photographer. He leased Bleaker Island from the Falkland Islands Company Ltd and while there made copious notes recording his observations on the local flora and fauna. These notebooks form part of the Falkland Islands Company Limited collection and have now also been scanned and uploaded to the website.

## Snippets from the Past

The Falkland Islands Company Ltd sent a box of toys for their shepherds children on the *Herodot* leaving Dartmouth in March 1891. [FIC/E10; 261]

The Local Broadcasting has now reached a high state of perfection. Amongst the varied programmes enjoyed by the listeners in, is the Cathedral service which is broadcast over the Camp and Stanley every Sunday night.

FIM June 1929

*Shipping Casualties.*

20. A noteworthy fact in the shipping history of the Falkland Islands is the very considerable decrease in late years of the number of ships putting in for repairs. The only casualty of consequence during the year was that occurring to the "Lady Elizabeth," an iron sailing vessel of 1,155 tons with a cargo of lumber from Vancouver. On the 13th March the vessel heavily struck a rock off Volunteer Point, East Falkland, seriously damaging her bottom. No lives were lost, but the vessel was rendered unseaworthy and is now used as a storage hulk in Stanley Harbour.

Colonial Annual Report 1915

Tansy Bishop, National Archivist  
 Jane Cameron National Archives  
 P O Box 687, Stanley  
 Falkland Islands, FIQQ 1ZZ

Tel: +500 27249  
 E-mail: [newman.archives@sec.gov.fk](mailto:newman.archives@sec.gov.fk)  
 Web: [www.nationalarchives.gov.fk](http://www.nationalarchives.gov.fk)

# Chicken Run

The Census taken at Port Louis in January 1842 recorded that out of the 49 residents four owned poultry; Charles Melville 12, Francis Perry 2, Antonina Roxa 6 and John B Whittington 18, giving a total of 38, nearly as many as people. From then on the keeping and raising of poultry became part of life in the Falkland Islands and is still practiced today. As with other introduced stock it was still advisable to improve the bloodlines from time to time And the Falkland Islands Government imported chickens to improve the local stock.

On 23 March 1921 Governor Middleton sent despatch 23 to the Secretary of State, Winston Churchill, regarding the purchase and shipment of cattle and poultry for the Falkland Islands. The Ministry of Agriculture and Fisheries advised that the average price for poultry was £3 per head of poultry and that Anconas and White Leghorns were recommended as likely to prove suitable to the climatic conditions of the Islands. On the advice of a poultry expert White Leghorns were substituted for the Black Minorcas requested.

The poultry were shipped in four crates on board the *Orita* 22 December 1921, arriving in Stanley 17 January 1922. The total cost was £135-18-1. They were insured for a £20-6-0 on 36 head of live poultry and one Black Leghorn and two Rhode Island Red hens died on the voyage out from England.

On 19 January 1922 B A Brown, Chief Inspector of Stock, published a notice advising that the sittings of eggs could be obtained on payment at the rate of 5 shillings per dozen eggs. The breeds available were Rhode Island Reds, Buff Orpington, White Leghorn and Black Leghorn.

## **White Leghorn:**

Breeder, W M Golden, Eaglesfield Poultry Farm, Leire, Lutterworth.

Eight pullets bred from hens all with records of over 200 eggs in pullet year. Sired by son of Lady Snowdrop who held the record of 260 eggs in 12 months and is now alive in her seventh year. Mated to a Cockerel ex Bently Queen who laid 253 eggs in her pullet year, 211 being first grade in his Championship Pen National 1919-20 laying trials.

Cockerel bred ex Bently Queen. The sire's dam was No 53 which laid 750 eggs in four years.

## **Rhode Island Red:**

Breeder, W M Golden, Eaglesfield Poultry Farm, Leire, Lutterworth.

Eight pullets bred from hens all with records of over 200 eggs in pullet year. Sired by the son of No 402 who laid 150 eggs in six months and has never been broody and now in her fourth year. Mated to Cockerel ex No 30 with a record of 240 eggs in 12 months and non broody for two years.

Cockerel bred ex Hen No 34 which laid 240 eggs in 12 months and not broody for two years. Sires dam Ruby Queen with a record of 250 eggs in 12 months and never broody for six years. Grand dam No 402 as above,

## **Black Leghorn:**

Breeder, Arthur White, Hillside Poultry Farm, Bickerton, Malpas, Cheshire.

Eight pullets. Pen sisters bred from hens with trap nest records of 203 to 223 eggs in pullet year. Six were bred off a 243 egg hen.

Cockerel bred off a 268 egg hen by the son of the abovementioned 243 hen. The relationship of this pen is half blood.

## **Buff Rocks:**

Breeder—J H Cooper, Reliance Poultry Farm, Tren de Hayes, Rayleigh, Essex.

8 pullets. No 90 and No 91 ex Pen 3 with sire's dam laying 239 eggs and grandsire's dam laying 228 2 1/2 ounce eggs in pullet year. No 92 ex Hen 13 with sire's dam laying 235 eggs and grandsire's dam laying 228 2 1/2 ounce eggs in pullet year. No 93 and No 95 ex Pen 6. Sire full brother to cockerel supplied (one year earlier). No 94 ex Pen 1 with sire's dam laying 238 eggs in pullet year. No 96 ex Pen 5. Sire full brother to bird heading Pen 3. No 99 ex Hen 25. Sire's dam laying 238 eggs in pullet year.

Trap nest records of above from commencement of laying to date of despatch: 40, 42, 50, 48, 56, 22, 41, 32 respectively.

Cockerel hatched March 1921 ex Hen No 114 with a record of 235 2 1/4 ounce eggs in pullet year. Sire's dam laid 243 eggs and grandsire's dam 245 eggs in pullet year.

## Chicken Run (cont.)

The pedigrees of the introduced poultry were published in the Falklands Islands Magazine of October 1922 and the public were asked to keep records of the numbers of eggs laid by the hens bred from the settings and send them to the Chief Inspector of Stock.

### Eggs sold from Government poultry for setting in 1923

August:

Mrs Greirson and Mrs Hall—4 of each breed.

October:

Mr Miller, Hill Cove—1 dozen Buff Rock; Gregor Brechin —1 dozen White Leghorn; J Peck, Mrs Skilling and Mr Fraser—1/2 dozen Black Leghorn each; Jim Binnie, Mrs Sedgwick and Mrs A Kiddle —1 dozen Black Leghorn each; R Yates and Mrs Oakley—1 dozen mixed each; W Carey—2 dozen Black Leg Horn and 1 dozen Rhode Island Red; Mrs Greirson 1 dozen each of Black Leghorn and Buff Rock; and Mr Halkett 1 dozen each of Black Leghorn and White Leghorn.

### Poultry sold by Government in 1923

J Innes Wilson, Fox Bay East—One pure bred White Leghorn cockerel and six hens at 10/- each.

Mr Robson, Fox Bay wished to purchase one pure bred Black Leghorn cockerel and six pullets and W H Felton of Malvina House wished to purchase one pure bred Buff Rocks cockerel and six pullets or Rhode Island Reds but the Stock Attendant advised that there were none available.

[F61; 152: AGR/LIG/1#6: FI Gazette 1922; 92: FIM Oct 1922: SHI/REG/4]



A typical Stanley chicken run—photo JCNA

# The Death of Harry Ring

On 14 January 1930 the Norwegian Consulate in Stanley completed an official notice of death for the Ministry of Affairs in Stockholm stating that Oscar Ferdinand Harry RING, born 6 June 1905 in Uddevalla, Sweden, motorman on the sealing factory *Belville* drowned at sea 24 July 1929. [FIC/IE2#19]

On 26 July 1929 at 12:00 James Roberson of Port Stephens, Justice of the Peace, sent a telegram to the Colonial Secretary "*John Davis reports Harry Ring about 26 second engineer Bellville drowned on Wednesday 24th going from Quaker Island to Porpoise Creek about 15 minutes run with motor boat half full sea boat sank in 10 fathoms water weather fine 4 men left on Island saw boat sink and immediately went to rescue located boats position by oil on surface but could not find the body Belville was grappling when Davis left will send written report later*". [FIC/IE2#19]

Report by J Robertson , JP, of Port Stephens Station 10 August 1929:

*I have the honour to report the evidence of the crew of the MV Belleville concerning the death of Harry Ring who was accidentally drowned on the 24th July 1929 by motor boat sinking.*

*Wednesday 24th July, a light westerly wind clear, Barometer 29.3 8.30 am Motor boat left "Belleville" with the mate, J Davis, in charge, they went to Quaker Island, all hands went sealing, they chased the seal from the North of Quaker to the corall on the East side about 800 yards. Everybody helped kill and load up the boat, the load contained 15 large and 4 small seals about half a load. The full load being 22 large seals, 1 elephant, 1 porpoise and 4 men. The weather was fine all the time. Ring being driver of the boat, knowing all about the handling of the boat as regards the engine and the seamanship. When that amount of seal was taken in Ring started to take them to the "Belville" which was a half hours run.*

*The rest of the crew stopped on the Island to do more sealing, and watched the boat going. When the boat was 15 minutes from Quaker Island he seemed to alter his course, and steer straight for the shore on Weddell Island which was about 700 yards away. Suddenly she disappeared, and all hands on the Island took the small Pram and pulled quickly to the place to try and save Ring, but they were too late. They could see the place by the Oil on the water, but all the wreckage that was floating was a piece of wooden pump, and a boat hook, and they believed Ring went down with the boat and was drowned, the crew of the Pram cruised around for over an hour, and also searched the beach, but saw no signs of Ring. They then went back to the "Bellville". The Captain took a larger boat and the same crew, and pulled out to the spot and marked where she went down and sounded and made 11 fathoms of water, as it was getting late they decided to go back to the "Bellville" and return next day and drag for Ring and the boat.*

*The Captain asked Ingvald Knudsen the engineer of the "Bellville" who helped together with J Allen carpenter Stanley to install the engine in the boat. Knudsen says the bottom of the boat was not strong enough for that engine which was a 7 1/2 HP Rap. The boat used to shake very much when running, and he thinks the bottom has fallen out, as it was only nailed and not riveted.*

*The log book of the "Bellville" 25th July,  
North West wind, clear, Barometer 29.1.*

*The "Bellville" left Porpoise Creek where she was anchored at 9 am being unable to start earlier as the anchor was fouled. They went to Quaker Island and dropped a boat and crew to pick up the tools on the Island, and they were ordered to search the beaches again on their way back to the ship.*

*The "Bellville" dropped anchor at 9.45 am on the scene of the accident. They drug the sport from 9.45 to 12.30 pm but without any result. All that the shore party found on the beach was Ring's cap, a piece of pump, and the rudder's yoke.*

*The wind started to rise and the "Bellville" had to leave for Beaver Island. Davis left at 8 am to report at Port Stephens to the JP and to the Manager of the Sealing Company at Albemarle.*

*The witnesses of the accident were.*

<i>J Davis</i>	<i>Mate</i>
<i>Edward Blindhein</i>	<i>Seaman</i>
<i>Andrew Fjoitof</i>	<i>Seaman</i>
<i>Henry Reishueg</i>	<i>Seaman</i>

*Herewith enclose the deceased Passport, his address is written on the back.*

# The Death of Harry Ring (cont.)

On 4 October 1929 G R L Brown, the Acting Colonial Secretary, wrote to the secretary of the Falkland Islands & Dependencies Sealing Co Ltd requesting that he explained why an engine of the type in question was fitted to a boat which it would appear was obviously unsuited to support the machinery.

On 14 October 1929 R H Annaford submitted a statement.

*In February last, I supervised the installation of a 7 1/2 HP "Rap" Motor Engine in a Life-boat, the Property of the FI & Dependencies Sealing Co Ltd. The boat was very well built & of a heavier & stronger type than is usual. Her Keel, Stern & Stern were 3" Thick. Her Timbers were 1" x 1 3/4", Planking 5/8" & Copper Fastened & Rivetted. The Life-boat came from the ss "Hektor" ex Medic White Star Liner & therefore presumably passed by the Board of Trade.*

*The Fore & Aft Bearers which we put in to take the engine were of Pitch Pine 4" x 12" Midships, tapering to 4" x 4" Forward & 4" x 6" Aft & were 12' Long. These were fastened through the Timbers & Planking by 5/8" Diam. Metal Bolts with a large metal washer on the outside of Planking. There were also 4 Thwartship Bearers 4" Tick between the Fore & Aft Bearers & out to bilge of Boat. To strengthen the stern Port, where the stern Tube came through, we placed 2" Oak cheeks on either side of Stern Port & through fastened them.*

*A False Stern Port was installed to take the Rudder & a stout Iron Band 3" x 5/8" was fastened under Keel & up the False stern Port.*

*The work was executed by my carpenter John Allan, who has had considerable experience in Boat Repairs etc, & has also installed several Motor engines in Boats, both large & small during the last few years.*

*I have no hesitation in stating, that the boat in question, left our yard, in a perfect condition. Fully strong enough to support the engine & to withstand the vibration of same.*

From J Robertson, Port Stephens Station 12 November 1929:  
*I have the honour to the report from Mr M Peterzens, manager The Falkland Islands & Dependencies Sealing Co Ltd, and evidence of the Captain and crew of ss "Afterglow" on the body of the late Harry Ring who was drowned on 24th July, and was found 31st October.*

*Copy from Afterglow's Log Book. Translated.*

*October 31st, 1929. The crew went on shore at Weddell Island at 6pm, and returned about 7.40pm saying that in their walk they had discovered the body of Harry Ring who was drowned on July 24th, 1929.*

*All hands with the exception of Engineer and Steward went on shore, taking canvas with them in which the body was placed, and found, on moving the body, the hands and head were missing, also he had his sea-boots off.*

*It was dark then and the body was placed above high water mark.*

*November 1st, 1929. 6am we started making coffin from boards we had on board, and was finished at 9.30am.*

*Body was then placed in this and we left for Weddell Island Settlement.*

*We then saw Mr Steen the Manager who gave us permission to bury the body in the burial ground there.*

*At 3pm we started on the grave and was unable to finish same until 7pm Saturday Nov 2nd.*

*At 7.15pm the body was placed in the grave the burial service was read by the Captain.*

*(sgd) K Solbak, Captain "Afterglow"*

[PPL/DTH/1#12]



*Bellville at Albemarle—photo H Peck*

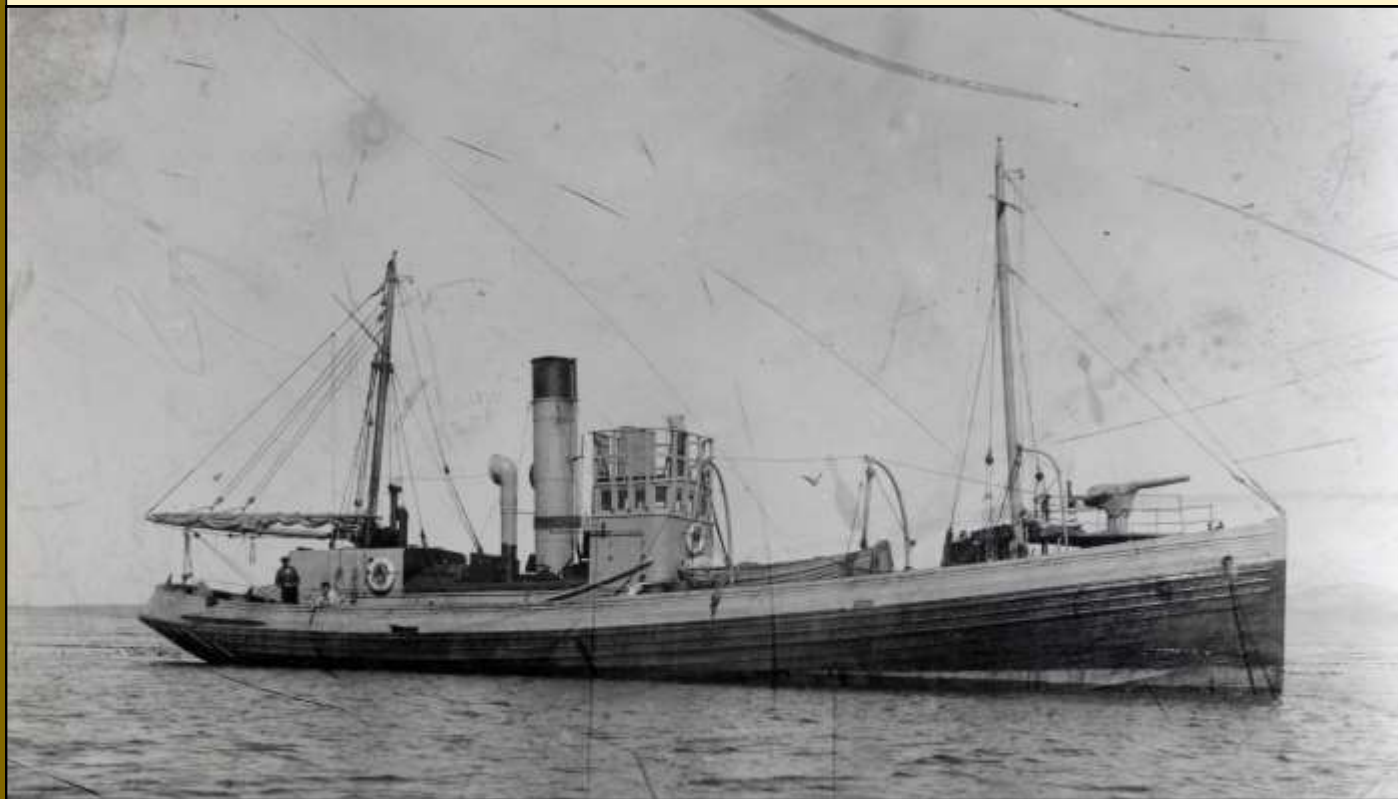
# The Falkland Island & Dependencies Sealing Co. Ltd

The Falkland Island and Dependencies Sealing Company Ltd was established in March 1928 to carry on the trade or business of manufacturing seal oil and other primary products from seal. The share capital of the Company was £12,000 divided into 240 shares of £50 each, half to be held by Captain Christiansen and half set apart for general subscription mainly in the Falkland Islands. At the signing of the Memorandum of Association on 31 March 1928 local shareholders were G I Felton of Teal Inlet—10 shares, R Greenshields of Douglas Station—5 shares, and D R Watson of Stanley—10 shares. On 1 May 1928 a sealing licence was granted to take seals in the Falkland Islands and in the Dependencies of the South Shetlands and the South Orkneys for three seasons subject to terms and conditions and on payment of £100. The number of seals not to exceed 30,000 in the Falklands and 20,000 in the Dependencies. The mv *Bellville* arrived at Stanley 6 June 1928 and departed for West Falkland where they rented ground from Dean in Port Albemarle and put up a jetty and sheds in North West Arm which was finished on 22 June 1928. The Company also hired the HMCS *Afterglow*, later purchasing her.

Although the first season was not as successful as it could have been due to certain administrative delays and difficulties the revenue credited to the Falkland Islands Government by way of duty on the seal oil produced and exported was £334-10-0.

By October 1929 the *Bellville* was being used as a hulk and sleeping quarters as the cost of producing oil on board was said to be uneconomical. Operations ceased with the 1939 season and the Governor noted in July 1940 "*there is every indication of bad management*"

[NAT/SEA/3#4; 4#5]



HMCS *Afterglow*—photo FIC Collection, JCNA

# Stormy Weather

Weather in the South Atlantic is well known for being particularly trying. For the three months from September to November the weather for ships trying to circumnavigate Cape Horn was severe and a number limped into Port William requiring repairs. As well as farming and retail the Falkland Islands Company Ltd had a lucrative ship repair service and this spell of bad weather kept their blacksmiths and carpenters very busy. The following were four of the casualties repaired by them.

## **Kinross-shire**

The 2,167 ton 4 mast Barque *Kinross-shire* belonging to Messrs Thomas Law & Co bound from the Tyne, South Shields to Puget Sound, Seattle, Captain Andrew McKAY with 30 crew and a cargo of coal, bricks, etc arrived on the 1 September 1911 in distress. Sundry damages had been sustained during severe weather to the south west of the Falkland Islands and a quantity of the cargo had shifted giving the vessel a decided list. The second mate was suffering from a compound fracture of the leg and was admitted to the Victoria Cottage Home. According to the Surveyors' Report there was a considerable amount of work for the carpenters and blacksmiths and it was estimated that the work would take at least a month to carry out. The master was compelled to jettison 77 drums of acid, which had got adrift, and as a number of these were broken he feared that some damage may have been received both by the cargo and the hull of the ship however it was not thought that it would necessitate the discharge of any cargo in Stanley.

The contract was given to the Falkland Islands Company Ltd and on 2 October 1911 the Colonial Manager reported to London Office that the repairs to the *Kinross-shire* were proceeding without a hitch but that the account was likely to be large than estimated. In their report the surveyors had recommended that the bad places on the main deck required caulking but it was found that the whole deck had to be caulked seam by seam. It was hoped to complete the work in a fortnight or three weeks. The cargo had been restowed and the master did not think that the acid damage amounted to very much.

By 30 October 1911 the repairs were nearing completion but the caulking had been seriously handicapped by the extremely inclement weather. It was hoped that another week would be sufficient.

The *Kinross-shire* left at daylight on 28 November 1911 and the total cost of repairs was £1,942-12-8. [SHI-REG-1: FIC/D12; 161; 166; 175; 185]

## **Albyn**

The 1,993 ton 4 mast barque *Albyn* of Finland arrived under Captain Alf KARTNOW with 25 crew, 75 days out from South Antwerp bound for Gatico and Iquique with coke and patent fuel arrived in distress on the 21 September 1911 and anchored at the entrance to Port William. She had lost a large number of sails and there was a considerable amount of damage to ironwork. As the majority of the Falkland Islands Company Ltd's men were engaged on the *Kinross-shire* it was hoped that the *Albyn* would be away in a couple of months. The cost of repairs was estimated as being not less than £2,000.

By the 30 October 1911 the repairs had been held up by both the weather and that all available staff were mainly employed on the *Kinross-shire*. It was hoped that the work would be completed a week or so after the former was repaired

The repairs to the *Albyn* were completed 21 December 1911 and she was due to sail the morning of 23 December 1911 but didn't as the wind was not fair. This led to a delay of 5 days as the 25th, 26th and 27th were public holidays. The master gave a draft on C J Hambro & Son for £1,784-7-0 for the repairs. [SHI-REG-1: FIC/D12; 166; 175; 185; 190; 193]

## **Claverdon**

The 2,324 ton British ship *Claverdon* of Liverpool arrived under Captain J WILSON with 23 crew, 49 days out from Port Pirie, Australia bound for Queenstown, Ireland with a cargo of grain was towed to Stanley by the *Samson* on the 23 October 1911 in distress. She met with terrific gales from the 15th to the 17th and was twice pooped by what the master considered tidal waves. An apprentice was washed overboard, the wheelman was only just saved, the compasses were lost, the cabin and half deck were gutted, wheelbox and wheel damaged, several sails blown away and a quantity of stores destroyed. The cargo shifted and it was feared that some was damaged by water getting below. As the vessel was homeward bound only necessary repairs were to be effected but from the surveyors' report this was going to be no inconsiderable amount. As the majority of the Falkland Islands Company Ltd's men were engaged on the *Kinross-shire* it was hoped that she would be away in a couple of months. The cost of repairs

## Stormy Weather (cont.)

was estimated as being about £1,250. By 27 November 1911 the Colonial Manager hoped to have the *Claverdon* away by Christmas. On survey it was found that 61 bags of wheat were damaged by water and they were sold. The London Salvage Association had cabled to prevent discharge of cargo and to get the ship away as soon as possible. By 23 December 1911 it was hope to get her away by the end of the first week in January but she was not recorded as leaving until 11 January 1912. [SHI-REG-1: FIC/D12; 175; 185; 193]



November 1911—Stanley Harbour looking towards The Narrows.

L-R: 1. *Nuuanu*, 2. *Kinross-shire*, 3. *Albyn*, the Hulk *JP Smith*, the Hulk *Great Britain*, 4. *Claverdon*.

### ***Nuuanu***

The 924 ton *Nuuanu* of Boston arrived in distress under W JOSSELYN with 15 crew from New York bound for Honolulu. The American Barque *Nuuanu* under Captain JOSSELYN, 83 days out from New York to Honolulu with general cargo was sighted at 10 am on 6 November 1911 and anchored abreast of Cape Pembroke Lighthouse about noon flying signal for a pilot and tug. The *Samson* was undergoing repair and Captain BIRCH went out in the *Penguin* as pilot and informed the master that the tug was on the beach. The master then flew the signal NO meaning “I am sinking—send all available boats to save passengers and crew”; the light keeper telephoned this and Captain THOMAS was sent out in the *Plym*. He boarded and finding the master and crew all knocked up practically took charge of the vessel. The *Columbus*, which was having one boiler repaired, went out about an hour after the *Plym*, steaming very slowly. The *Plym* went back to Stanley for more men who assisted in raising the anchor and towing commenced about 6pm, anchoring in Stanley about 9pm. As the *Columbus* was working with only one boiler and towing with a long hawser it was feared that she might not be able to hold the *Nuuanu* coming through the Narrows so the *Plym* had a line fastened to the starboard bow of the *Nuuanu* to cant her or keep her from sagging on to Engi-



## Stormy Weather (cont.)

near Point. Salvage was claimed by Captain SAANUM of the *Columbus*. Repairs were estimated as taking twelve weeks with repairs costing in the neighbourhood of £2,500 and that the Falkland Islands Company Ltd could hardly commence repairs before the beginning of the new year. By 23 December 1911 work hadn't commenced as the *Claverdon* wasn't finished and the *Nuuanu* wasn't expected to get away before March. Repairs commenced in January 1912 and the Falkland Islands Company Ltd were awaiting the arrival of 5/16" plates. The damage was of such a general nature that the repairs entailed work on bulwarks, decks, deckhouses, general ironwork aloft, new top gallant mast, rigging and sails. The master had to draw about £70 in case to pay off his second mate and it was probable with the long detention that he would require a fair quantity of provisions. By mid-February repairs were proceeding satisfactorily. By 15 April 1912 the repairs were practically completed and it was hoped to get her away sometime that week. The *Nuuanu* sailed 20 April 1912 and returned on the 23rd with the truss of the foreyard broken. She sailed again on the 26th. The master gave drafts for £2,000 and £1,275-14-0. The cost of materials mounted up to much more than anticipated and it was necessary to pay off some of the crew who were giving trou-



**Crew and ship's cat of the *Nuuanu*, in Stanley Harbour**

ble. The breakdown was: wages £922; materials, £868; provisions £60; Butchery £33; blacksmiths' labourer & materials £580; shop & boat hire & appliances £110; towage £70; telegrams, postage etc £4; water £20; cash £444, commission £165. [SHI-REG-1: FIC/D12; 183; 193; 200; 221; 247; 256; 291; 373]

# Death of Robert Hudson RE

Robert Hudson, age 27 years and a surveyor, died at Teal Inlet 31 July 1893. A coroner's jury was held 3 August 1893 and he was buried Sunday 6 August 1893 in Stanley Cemetery in Grave I 612.

No 23314 Lance Corporal Robert HUDSON, Royal Engineers, volunteered to be employed for one year as a surveyor in the Falkland Islands; the Falkland Islands Government were to pay him £20 a month from date of embarkation and free passages. He was also given permission to wear plain clothes during the term of his service. Robert left London 14 March 1893 arriving at Stanley 16 April 1893 on board the *Neko*.

At the meeting of the Executive Council held on 19 April 1893 Council advised that leaseholders should be informed that the Government intended to survey the blocks of land compulsorily purchased under ordinance 18 of 1892 and that they should be requested to state when they desire their freeholds to be surveyed.

Robert was given the use of two rooms in the old Government Offices, one as a bedroom and the other as a drawing office. He was instructed to prepare enlarged working tracings of the Islands necessary for use in mapping out the blocks of land which had been compulsorily purchased by lessees but not allocated; it was presumed that in almost every case the freeholds would be selected where the homesteads were erected. Robert Hudson left Stanley on the morning of 24 July 1893 for section 10, Teal Inlet, the station of J J Felton. After completing there he was to proceed from one leasehold to another until all the compulsorily purchased blocks of land on East Falkland Island had been surveyed. Before departure he had completed a new Chart of Record of the Leaseholds and Freeholds of the Falkland Islands, with the aid of the old one. (NB: a copy of these are held in the Archives and are known as the Hudson Charts).

On Sunday 30 July 1893 Robert Hudson and George Felton had been shooting about Teal Inlet settlement for a couple of hours; they then pulled on board the *Orchid*. Captain Thomas returned ashore accompanied by the second mate, the latter and Mr Felton pulling (standing up). As they neared the beach, Mr Hudson rested his right hand on Mr Felton's right shoulder and passed his left hand between Mr Felton's left arm and chest to reach the gun which was resting over the 'midships thwart and gunwale. Immediately on being grasped the gun exploded and Mr Hudson was heard to explain "Oh, my arm!".

The boat returned at once to the *Orchid* and every means taken to stop the bleeding. The horses were sent for and by 12.30pm James Pitaluga left for Stanley by 12.30 pm arriving there about 7.30pm.

On the evening of 30 July 1893 Mr J J Felton brought the Acting Administrator, George Melville, a letter from his brother Mr George Felton reporting an accident. After giving the messenger, who was to return to as a guide to Dr Hamilton sufficient time to rest after his long and fatiguing ride in winter, they left Stanley about 4 am on Monday 31 July and arrived at Teal Inlet about 3 pm. Mr Hudson was sinking from loss of blood and passed away at 9.30pm having experienced no pain all the afternoon. It was believed that even had a doctor been on the spot at the time of the accident Robert would have died from the effects of the accident as the left barrel of the gun discharged within a few inches of his left shoulder blowing the upper arm bone out of the shoulder.

The schooner *Hadassah* arrived in Stanley on Thursday 3 August 1893 with Dr Hamilton and the body of the deceased.

Robert Hudson, RE, was buried by the Volunteers on Sunday 6 August 1893 with the military honours accorded to his rank. The cortege left his quarters in the old Government Offices at 2.30pm. The fife and drum band led, playing the "Dead March in Saul", then followed the police, the Volunteers, and a gun-carriage, on which rested the handsome black coffin covered with the Union Jack, having on it many wreaths of ivy and ferns and the soldier accoutrements of the deceased. Next came, as chief mourners, all the Government Officials and those who were with him in his last moments. The Cathedral was reached about 3 pm when the cortege was met at the gates by the clergy. The band marched into the Vestry, a policeman stood on either side of the Tower entrance, while the Volunteers, with arms reversed, formed two lines, between which passed the clergy, followed by the coffin carried by Volunteers. When the coffin was placed on the chancel steps the Administrator advanced from his seat and put upon it a beautiful cross of flowers and ivy. The Reverend E C Aspinall read the first part of the service, the Dean reading the Lesson and giving a short address. Two favourite hymns of the deceased were sung "Lead Kindly Light" and "Nearer my God to Thee".

After leaving Christ Church Cathedral the procession reformed with the Clergy leading, followed by the Volunteers, the band, and then the gun-carriage carrying the coffin. The funeral was attended by almost all the inhabitants of Stanley and there were from three to four hundred people in the procession. At the conclusion of the service in the Cemetery the Volunteers fired three volleys over the grave.

# Death of Robert Hudson (cont.)

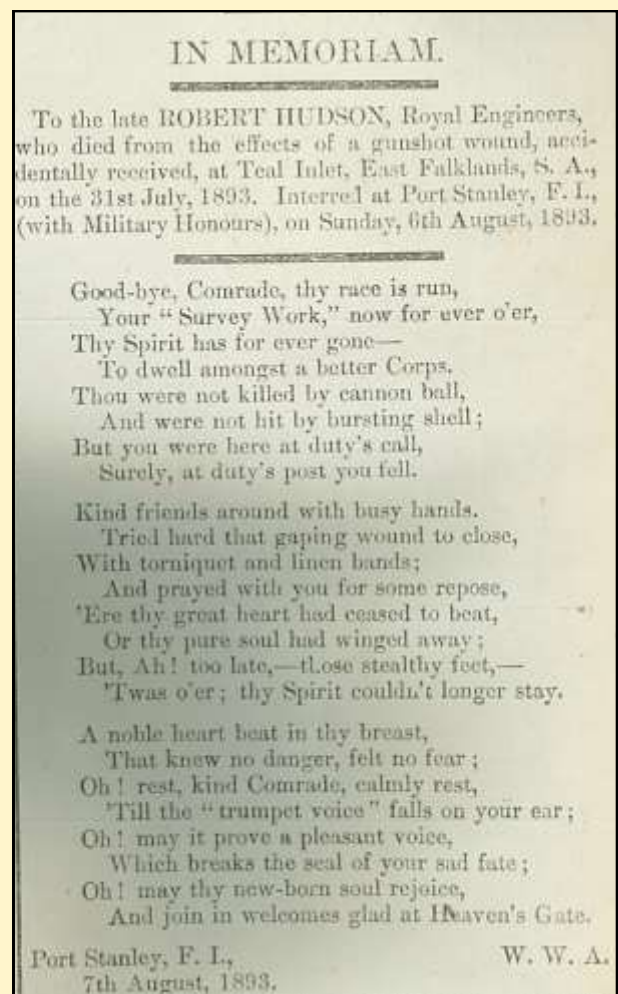
Instructions were given to have the grave enclosed by a low wooden paling and a wooden cross with the name and date of death painted on it pending the wishes of his relatives. It was understood that his widowed mother and a brother, William, were resident in the town of Derby.

At the meeting of the Executive Council held on 9 August 1893 His Excellency the Administrator referred to the sad occurrence which had led to Surveyor Hudson's death and remarked on the valuable services rendered to the Government during his short residence in the Colony and considered that a record of the appreciation of such service should be placed in the form of a Resolution on the Minutes *"That His Excellency the Administrator and members of the Executive Council desire to record their heartfelt sympathy with the relatives and friends of the late Lance Corporal Robert Hudson, RE, and in doing so to express their grief at the sad and lamented death of one in whose decease this Government recognises the loss of future valuable services guaranteed—had Providence so willed it—by works of much value executed for the Government during Mr Hudson's short lived official career as Surveyor in the Falkland Islands."* *"The Council also desired that an expression of its thanks be conveyed to Mr George Felton for the kindness and attention shewn by him to the deceased from the time of the accident until his death."* [F26; 42, 54: B23; 172, 206, 207 D22; 341: FIM Aug 1893: P3; 172, 187, 188]

There is a brass offering plate in Christ Church Cathedral. On the front is engraved: *In loving memory of Robert Hudson RE who died at Teal Inlet, Falkland Islands through a gun accident July 31st 1893 aged 27 years. From his sorrowing mother.* On the back is inscribed *To do good and to distribute. Forget not.*



Offering plate in Christ Church Cathedral



Falkland Islands Magazine Aug 1893

# Augustine Roba

In my 2018 newsletter I wrote a short article on one of the early settlers, Augustine Roba. As sometimes happens more facts have come to light since writing the article and the following includes that extra information.

Augustine ROBA was born in Italy in 1822 and when he was a boy was kicked in the chest by a horse which left him with a crooked back. According to an article in the Penguin of 3 Jan 1933, Augustine came to the Falkland Islands as a young man and established a store at Port Louis where he acquired the nickname of "Me-no-gat".

In the census taken 31 March 1843 at Port Louis A AROBA was recorded as resident at Port Louis having arrived 7 October 1842 from Gibraltar and a merchant, previously a sugar maker, a Roman Catholic and living in the stone house on No 1 allotment, the property of Antonina Roxa.

In June 1843 three bills drawn by Governor Moody at Port Louis for £79 (drawn 2 January 1843), £26-7-8 and £26-7-8 in favour of Augustine AROBA were refused payment as he had endorsed them Augustine ROBA. Subsequent bills drawn in his favour were for £216-13-4 on 8 August 1843, £21-13-4 on 15 August 1843, £21-13-4 on 15 November 1843, £150 on 1 January 1844 in part payment of building materials, and £32-10 on 30 January 1844 for redemption of notes.

According to the article in the Penguin fortune went against him and when he was about 30 years old he moved to the small collection of sod huts near Whalebone Bay and was principally engaged in building walls on the South Shore and other places about Port William. This would have been before the settlement was moved to Stanley.

It was during this time that Augustine swam Stanley Harbour, competing against another man for a barrel of beer. They started off from Whalebone Bay for a point directly opposite but on the way his companion, whose name had been forgotten, got into difficulties in the kelp and had to be assisted by Augustine. When the other man had been rescued by the accompanying boat, Augustine carried on swimming and won the barrel of beer.

In December 1844 Augustine sent a messenger to Bluff Cove for the purpose of inducing John ADAMS, a chainman, to leave his employment with the Government Survey Department.

Augustine wasn't recorded in the census taken 12 October 1846 but was recorded 30 December 1847 as a private in the Mounted Corps of Military Force of FI. In May 1848 Augustine was one of five men who took the Colonial Chaplain, the Reverend James Leith Moody, out on duty to HMS Plover and was paid 3s 3d. and again 6 November 1848 as a private in the Militia force of the Falkland Islands required to meet at the Flagstaff, Stanley. In the census of 22 February 1851 he was recorded as Augustine ROBA, age 28 and a labourer from Gibraltar.

Augustine was working for the Falkland Islands Co Limited in 1863 & 1865. He then appears to have moved to San Salvador and worked there for a number of years.

In 1933 there were several residents of Stanley who remembered Augustine as an old man of small stature with a crooked back and long flowing white curly hair and familiarly known as "Prim". He lived at Salvador and was eventually brought into Stanley to die when he was over 70 years of old.

Augustine, age 79 and Italian formerly working at San Salvador, died in Stanley 29 March 1901, and was buried in Grave I 659 by St Mary's Roman Catholic Church.

[Penguin 3 Jan 1933; D1; C1, 67, 267; D3, 248; H6; N/FA/San/5; E2, 150]



Photograph Cameron Family Album