

Posts & Sales

Mails

No. 403/30

1930

140

SUBJECT.

*J. S. Co Ltd*  
Proposed construction of a new vessel, and revised mail contract 932.

MINUTES.

1-17.

Letter from Manager, J.S. Co Ltd, 2.10.30.

8-13.

Despatch to S. of S. no. 220 of 7.10.30.

14.

Letter to Manager, J.S. Co. 13/10/30.

*P.A. 14/X/30*

15-18.

D. of D. despatch No. 5 of 9th January, 1931.

19-25.

Letter from Manager, J.S. Co. 9th Feb 1931.

17. 2. 31

(Appt. receipt of letter)

16. 7. 2. 31

for Mr L.W.H. Young.

Despatch to S. of S. no. 33 of 18. 2. 31.

26-60.

*Y/E.*

Despatch forwarded and submitted for signature.

*20/2/31*

Off. Sec.

Despatch signed: (hand you)

2. Letter to Naagya, P.L. Log, <sup>revised</sup>  
for fairing.

3. Hereafter please let the Members  
of Ex. Co. at the J. Roberts see.

Just

20. 2. 31.

Letter to Galk. Is. Co. Sta., 26. 2. 31.

6!

Hon. Treasurer. <sup>WCH</sup>  
Hon. P. M. <sup>J.M.</sup> 2. 3. 31.  
~~Hon. G. Roberts~~ C.I. R. 2. 3. 31.

to see.

G.J.G.  
26/2/31.

Hon. Col. Sec.

noted.

C.I. Roberts.  
2-3-21.

ff. 3/7/31  
G.J.G. 4/3/31

- 62. Letter from Manager, F. Is. Co. Ltd. 27/3/31
- 63. Minute from Hon. Dog Pt. 3/3/31

Y/E.

Submitted.

G.D.J.  
4/3/31

Offic. Sec.

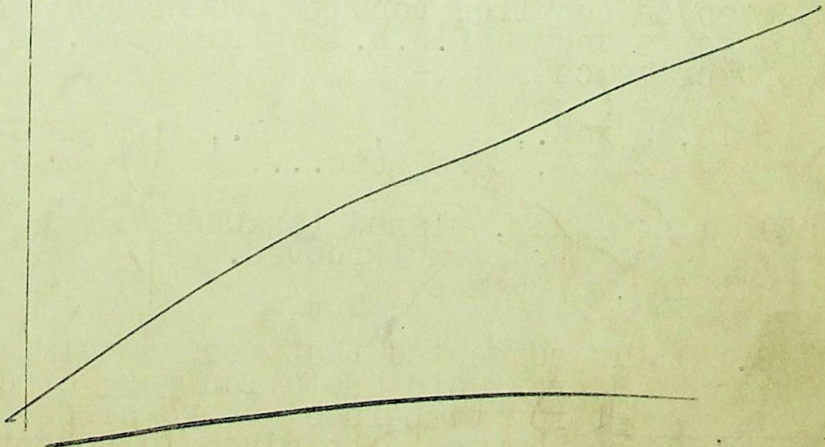
Letters to Manager, F. Is. Co.,  
 at CMA herein for filing, please.  
 2. Mr. for Robert thereafter

to see

J.M.

5.3.31.

- 64. Letter to Falkland Islands Co., Ltd., 6th March 1931
- 65. Letter to Crown Agents, 6th March, 1931.



Hon. J.P.W.

to see.

a.d.  
7/3/31.

Hon. Col. Sec.

noted

C. V. Roberts.

4.3.31.

6/31/7/31.  
a.d. 9/3/31.

Letter from Managers, H.I. Co 11/3/31 (66)

Hon. Colonial Secretary.

With reference to Enclosure 66, freight charge per P.S.N. Company's cargo boats from English ports for timber ordered through Crown Agents is as follows:-

Freight.....	50/-	ton measurement.
Primage.....	5/-	" "
	<u>55/-</u>	" "

against Messrs Falkland Islands Co's charge of 80/- ton from Norway.

2. Well seasoned, good quality, inspected, white or red deals can be supplied through Crown Agents at the undermentioned prices per standard f.o.b. English port, with a small extra packing and brokerage charge :-

Deals, 3"x4"., 3"x3"., 2"x4"., 2"x3"., 2"x2" etc....	£22 per standard (Petrograd)
Flooring 1"x6", planed tongued and grooved.	£19 "
Matching, 5/8" x 6" "	£20 "

3. It is suggested that Messrs Falkland Islands Co. be asked to give an approximate quotation per Petrograd standard f.o.b. Norwegian port for timbers of above sizes. Above prices not to be stated. No guarantee to be given to accept any timber, as it is very doubtful whether the Company will supply the Government with similar timbers at a cheaper rate than now obtainable through the Crown Agents for the Colonies.

White  
for L.P.S.

Y/E.  
Submitted

C.D.  
14/3/31

Spoke Mr. S. Roberts  
14. 3. 31

LS

Off. Sec.

Letter in reply to Mr. Roberts for

fairing, please.

LS

16. 3. 31

67

Letter to Falk & Co. Ltd. of 16/3/31.

14/31/7/31.  
C.D. 16/3/31

68. Telegram from D. of D. No. 21 of 20/3/31

Y/E.

Submitted.

C.D.  
21/3/31

Off. Sec.

I have discussed this matter on the telephone with Mr. L. W. H. Young. Please send telegram in reply as drafted.

2. The Treasurers; The P.N.O., at

Col. Postmaster may see this

paper.

*[Signature]*

21. 3. 31.

Telegram No. 20 to S. of S. of 22/3/31.

69.

Hon. Treasurer, <sup>WCH</sup> 23.3.31.  
Hon. S. Ind. <sup>J.M.</sup> 25.3.31.  
Col. Postmaster, <sup>[Signature]</sup> 25/3/31.

to see.

<sup>C.S.J.</sup>  
C. S. J.  
23/3/31

of 31/7/31.  
a.d. 26/3/31.

P. of P. despatch No. 52 of 22nd April, 1931.

70-71.

y/g

Submitted

<sup>C.S.J.</sup>  
C. S. J.  
29/5/31

Off. Sec. The Members of Ex. Co.

at Col. Postmaster to see, please

*[Signature]*

29.5.31

Non. Measures. <sup>mch</sup> 1.6.31.  
Non P. W.O. J.M. 2.6.31  
Col. Postmaster,

to see.

a. I. J.  
sick. 30/5/31

Hon. Col. Sec.

Perhaps you will send these papers to Mr. Brown on his return from Mr. Video.

Mr. C. J. Hallett  
for Postmaster  
4.6.31.

11. 18/6/31.

a. I. J. 4/6/31.

Col Postmaster.

to see.

a. I. J.  
sick. 19/6/31

H.C.S. Seen. Thank you.  
W. Brown

6/1. 2. 8. 31.

Colonel Postmaster  
22.7.31

1/2 30.6.31

67. 12. 8. 31.

June 1. 8. 31.

D. of D. despatch No. 61 of 22nd May, 1931. 72-75.

The Treasurer

~~Mr.~~ P. H. O.

Col. Portmester.

Please see Col.

Portmester may withdraw a copy of

the contract.

2. The sum of £ 14 <sup>5</sup>/<sub>6</sub> <sup>5</sup>/<sub>9</sub>

should be divided, presently, between

the Army and Department votes for the

carriage of mail.

3. A copy of the contract will

be published in the Gazette for public

information.

J. S. G.

8. 8. 31.



Hon. Col. Sec.

Seen.

2. The charge of £14-6-9 has already been brought to account and charged as indicated in para: 2 of your minute.

M. C. Raji Karkate  
10. 8. 31.

Hon. Col. Secy.

Seen thank you.

J. M. M. M.  
14. 8. 31.

Hon. Colonial Secretary.

Seen thank you. Copy of contract withdrawn.

G. H. Brown  
Colonial Secretary.  
15/8/31

Hon. D. P. O.

Please note:

↳ particular clauses 4-8

at 18 of the contract.

2. Local Bulletin Paragraphs

to see.

J. M. M. M.  
14. 8. 31.

Hon. Col. Sec.

noted.

C. B.  $\frac{18}{8}$   
31.

Local Auditor.

Passed to you accordingly.

C. Roberts.

$\frac{15}{8}$   
31.

Hon. Col. Sec.

See approval local auditor

31 Aug. 1931

Letter from Talk. Is. Co. of 20/1/31 46.  
to \_\_\_\_\_ 26/1/31 47.

P. H. J. M.  
1. 9. 31

Letter from the Manager, J. G. Co. 7:10:31. 78.

J. P. Submitted for information.

Hon. C. S.  
noted  
J. P. S.  
9-10-31

J. P.  
9. 10. 31

M. J. M.  
10-10-31

79. Letter from Mrs J.M. Scott 19/10/31.

✓ g.p. Substant with a draft

letter in reply.

J.M.S.

20. 11. 31.

Hon C.S.

The explanation should  
suffice. Draft reply approved

J.P.G.  
20. 11. 31

80-81 Letter to Mrs. Scott. 21st Nov. 1931.

P.M.J.  
21. 11. 31.

82 Letter from Manager. F.I.C. 11/14/31

✓ g.p. Substant with a  
draft reply.

J.M.S.

14. 12. 31.

Hon C.S.

Draft of reply  
approved:

J.P.G.  
14. 12. 31

P.M.J.  
16. 12. 31

83. Letter to Falkland Islands Co., Ltd. 16

Letter from Manager. I Is Co. 17/1/31 (84)

PM 17.12.31

Letter from Manager. I Is Co 30/1/31 (85)  
" to " 5/1/32 86.

PM 5.1.32

Letter from Manager. I Is Co 19/1/32 87

y. 2 Submitted with a draft

letter in reply.

Mr. Pugh to be to see

Hon C. P.  
Draft of letter  
approved  
J.P.  
20.1.32

J.P.

30. 1. 32.

Letter to Manager. I Is Co. Ltd. of 1/2/32 (88)

PM 1.2.32

89 S. of S. Despatch No. 115. of 26th August, 1932.

J.P.

Submitted with a draft

telegram.

J.P.

15. 10 32.

Hon. C.S.

Draft telegram  
Approved

J.P.  
17. 10. 32

90. telegram to S. of S. No. 37 of 17/10/32

b.t. 8. 11. 32.

J.P. 18. 10 32

rel 91 Telegram for S. J. S. 21. 10. 32.

rel 92 Telegram to S. J. S. 22. 10. 32.

G.S.

Refs 92-91 submitted for  
information at for caption of  
action taken.

JMS

22. 10. 32.

Hou C.S.  
noted and confirmed

J.G.  
24. 10. 32

P. N. JMS

25. 10. 32.

Minute from Colbrookmaster, 26/10/33 934

Hon C. S.

I note the omission  
attention of "C.P."  
might be directed to that

JG 28-4-33

y. p.

Subtkel. Col. Postmaster

makes no reference as to the

circumstances in which no

steps were taken to obtain

the mail while S.S. "Lafone"

was in transit from 7 p.m.

on Saturday, April 22<sup>nd</sup>, to 2 p.m.

on Sunday, April 23<sup>rd</sup>.

2. Draft telegram to S. G. S.

Subtkel with reference to sub 89

at further to sub 90,

JG

Telegram from Operator, Fox Bay Station, of 28/4/33. (95)  
 Minute to Col. Postmaster, of 29/4/33. (96)  
 Telegram to Westers, Fox Bay, 29/4/33 97-9  
 Telegram (No 18) to Soft. 29/4/33 98

G.F. 5. 5. 33. (Re. 98  
 1/2 29. 4. 33. at 95)

Minute from Col. Postmaster 1/5/33 99-101.  
 " " " " 7/5/33 102.

G.P. Schmitt Lamentable!

I put up the draft of  
 a reply.

Hon C. P.  
 I approve of the  
 reply of 3-5-33  
 2-5-33

Minute to Colonial Postmaster, of 5/5/33. 103.



y. s. Draft telegram submitted  
in cont. of let 98.

Just

5.5.33.

Hon C. S.  
Approved  
J. S. G.  
5.5.33

104-7 Minute from Col Postmaster 5/4/33.  
108. Telegram (Koro) to Capt. 6/5/33

y. s. July 107-104 submitted.

? let,

Just

6.5.33.

Hon C. S.  
I agree:  
J. S. G.  
7.5.33

6.f.

8. 8. 33

(Tel. re sailing

of 'Lafonia' cont.

of vol 106).

Telegram (Unnumbered) from  
SofS 16/5/33

(109)

to SofS 17/5/33

(110)

Telegram to SofS, no. 32 of 22/6/33. 111.

~~16/12/33~~  
~~23/6/33~~

~~(re sailing  
of Lafonia)~~

~~15/9/33~~  
~~8/8/33~~

~~(to advise CO of  
alteration of November  
sailing from + to  
Montevideo)~~

Telegram No. 48. of 19/9/33. 112.

~~31/12/33~~  
~~19/9/33~~

(113)

Letter from Manager, F. Isco. 29/1/33

JH  
Submitted.

: Acknowledge and thank manager, F. Isco,

C. J. G. S.  
1/1/34

Hon. Col. Sec.

Yes, please.

MCH

1. 1. 34

(114)

Letter to manager, Falk. Is. Co. Ltd. of 2/1/33.

115. Telegram to S. & S. No. 2. of 3/1/34.

JH 1/7/34.

C. J. G. S. 4/1/34.

JH. In red (115) I. of I. was notified of dates of voyages to and from Monte Video up to July 1934, the date given in the above itinerary received from the F. Is. Co.

Draw telegram re voyages to South Georgia, submitted.

MCH

21. 4. 34

Further sailings for Mr. Visi  
Shown in red (83) of 16/32,  
are as follows:

18<sup>th</sup> August

28<sup>th</sup> Sep<sup>th</sup>

22<sup>nd</sup> Nov<sup>th</sup>

and from Monte Visi. -

7<sup>th</sup> Sep<sup>th</sup>

4<sup>th</sup> Dec<sup>th</sup>

29<sup>th</sup> Nov<sup>th</sup>

mch

21. 4. 34.

Mr. C. S.

Please send two telegrams  
per

as drafted.

and

23. 4. 34.

Telegram No. 11 to Soft 23/4/33

(116)

Telegram No. 12 to Soft 23/4/33

(117)

Minute from Ag Shipping Master 4/7/34

PA  
24/4/34.

(118-119)

Letter from Sec. I.I.R.L. 5/7/34

(120-121)

It. Submitted. The Reform  
League cannot be taken as  
representing the public, the  
majority of whom are quite

Satisfied with the Mail Contract  
and particularly those who  
count, namely Farmers and  
other business people.

MCH

by C.

6. 7. 34.

For C.S.

Draft letter in reply here with.

JMS

11. 7. 34.

(22)

Letter to Mr. C. Harrison, of 12/4/34.

C.S. 166/14  
" 115/15

With reference to reqs 118-19, I  
find that the provisions of the  
Merchant Shipping (Convention) Act  
1914, by Section 24 of that Act (page  
585 of volume) apply to British Colonies.

2. Under the contract made  
with the S.S. Coy. the mail-vessel  
is provided with accommodation for  
12 1<sup>st</sup> cl. passengers and 12 3<sup>rd</sup> cl.  
and in actual practice carries  
passengers to M. India in certain seasons  
of the year in excess of 24.  
Under the provisions of the Act above  
referred to a vessel carrying over  
12 passengers is deemed to be a  
passenger vessel.

C.S. 41/1926

3. Under the provisions of Ord  
No. 10 of 1930, the "Lome-trade line

are all far in excess of the limit of 200 sea miles from the nearest coast, vide Section 13.

4. It would seem difficult if not impossible to adhere strictly to the provisions of the Act so far as the "Lafonia" is concerned, unless the Contract is modified and the total number of passengers on any voyage is limited to 12. On the other hand having regard to the special circumstances of the colony exception from the provisions of the Act might be considered.

5. In some years local vessels have been carrying passengers to and from M. Udes in excess of 12.

MCH  
by C.S.  
25.7.34.

Hon. C.S.

It seems to me that our position in this matter is covered sufficiently by local circumstances and by the fact that the said Contract has been approved by the S. of S.

2. Care should be taken, of course, to ensure, e.g., that the vessel is maintained in Lloyd's highest class (Section 2) and that her life saving apparatus is adequate and efficient.

Yours

25.7.34

Shipping Master.

To note and thereupon  
to Hon. Treas and Collector to  
note that clearance should not  
be withheld at any time vessel  
is conveying more than 12  
passengers.

MCH  
by C.

25.7.34.

Hon. S.

Notes, MCH

By Shipping Master  
for Treasurer/Collector

26  
VII-34.

p. a. 2

23-25.

Letter from manager, J. Islay, 14/2/35.

Yt.

Submitted. Acknowledge and  
thank the manager F.S. Co. Ltd.  
for his letter together with the  
Statement forwarded therewith?  
The mail contract with the F.S. Co.  
expires towards the end of 1936,  
and some modifications will be  
required if it is renewed.  
The public is not altogether satisfied  
with the contract, principal objection  
being high rates of freight and  
high cost of passages both local

and to foreign ports. Irregularity of mails has been another objection but this is unavoidable so long as one vessel has to carry out the Inter-insular, N. Vides and S. Georgia Services, as well as occasional voyages to Magallanes.

Another source of dissatisfaction is the transshipment of cargo at N. Vides and consequent additional charges, the same applies to parcel post as there are few opportunities of getting parcels or cargo by direct vessel from England.

MCH  
es  
16. 2. 55

Unless you see any objection will you please ask the manager if he is agreeable to his letter being published in the Penguin without the enclosure (a note stating that 215 calls were made w<sup>o</sup> do) The matter is one of general interest. Publication might lead to healthy open criticism.

MCH 16/2/35

Yk  
I have spoken with Mr<sup>r</sup> Young and he is not inclined to agree to the publication of his letter. Mr<sup>r</sup> Young considers its publication would create controversy. I think perhaps he is right.

I understand, however, that he would be agreeable to furnish an article on the working of "Lafonia" for publication.

MCH  
es  
16. 2. 55



H.C.A.

I rather anticipated this  
The F.I.C. should be able to  
stand up to its own review of  
its work but cannot apparently  
Please ask for the article

~~11/11~~ 15/2

26. Letter to manager D. & Co, Ltd. of 20/3/35

F.A.  
27/3/35

Hon. Secs.

The mail contract with the  
F.I.C. Ltd. expires on October  
next. For contract see cover  
attached to red, 71.

2. I am seeing the  
manager F.I.C. about this matter  
on the 15<sup>th</sup> inst. Will you  
kindly put forward the suggestion  
you mentioned regarding the  
F.I.C. providing a mail office,  
or any other suggestions you may  
wish to put forward. I think

the Coy should be required to deliver mails to the Post Office and take outgoing mails from the Post Office. Under the present arrangement the "has" to receive and deliver mails to the Contract vessel but this arrangement does not work very satisfactorily.

MCH

15.1.56.

Hon. Colonial Secretary.

I only received this file to-day and I take it that you wish to have it back for your meeting with the Manager of the Falkland Islands Co. to-morrow.

2. I had intended reporting on the question of the Mail Officer under confidential cover but in view of your minute I am submitting ~~my~~ suggestions my suggestions hereon.

3. As all letters, parcels etc., received from abroad for delivery to outstations are prepared in separate packages for each estate at the Post Office in Stanley it seems to me that the Mail Officer has very little to do apart from issuing money and postal orders, when he accompanies the s.s. "Lafonia" to other ports in the Colony. I therefore intend recommending the abolition of the post of Mail Officer (I have a further suggestion to offer later regarding the ~~further~~ <sup>present</sup> employment of the present holder).

4. In order that the residents outside Stanley may still be able to obtain Postal Orders and Stamps from the "Lafonia" I suggest that this ship be Gazetted as a Postal Agency.

5. Stamps and Postal Orders could be issued on Imprest to the Master of the vessel. The Imprest could be refreshed each month and retired before 31st December each year.

6. If the Falkland Islands Co. undertook this service I consider that the Officer performing the Postal Duties be paid an allowance - say at the rate of £24 per annum.

7. I have already discussed this suggestion with Mr. Young, the Manager of the Company and he stated that the arrangement could be carried out by his Company.

8. Regarding the collection and delivery of mails from and to the Post Office - Section 11 of the Agreement stipulates that all mails carried under the agreement are to be delivered on the quayside.

9. Owing to the short notice I have not had an opportunity of considering other agreements and comparing the amounts of subsidy paid.

10. I suggest that the Colonial Postmaster might have some comments to offer.

15/1/56

Colonial Treasurer.

Contract discussed with the Manager F.I. Coy today. Mr Young will furnish a note of suggested modifications.

MCH

15.1.56.

P.A. MCH

2732

Letter from Manager, H.L. Co 16/1/36

33

Letter from Manager, H.L. Co 17/1/36

Editor Penguin

You can publish the  
Letter in '33 as this is  
a matter of general interest.

MCH  
es  
17. 1. 36

How to

Thank you. - They  
will appear in the issue for  
18th January 1936  
MCH 17/1/36.

34.

Letter to Manager, H.L. Co, of 17/1/36.

35

✓ MCH  
S.F. 21. 1. 36  
MCH 17. 1. 36

1. Reeds 29-32 Submitted.

2. The present contract with  
the H.L. Co. expires on the 4<sup>th</sup>  
of October next.

3. The amendments suggested  
were discussed by me with the

Manager F. S. Coy.

4. With regard to the contract, the League in an interview they had with J. H. referred to the high cost of parcels via Monte Video and reference has also been made to the high cost of cargo transhipped at Monte Video, also cost of local passages. The question of parcels via Monte Video is being dealt with.

5. I asked the Manager F. S. Coy. if his Coy would consider any reduction in freight and local passage fares but he stated that it would not be possible to reduce the rates.

6. As regards the Mail Office, it would probably be preferable if the suggestions of the Treasurer in his minute of the 14<sup>th</sup> inst. were carried out, but the suggestions might be referred for the views of the Postmaster.

7. I understand that Messrs Estate Louis Williams intend making representations regarding the contract.

MCH  
CS

29. 1. 16

2/10  
8c  
7c

H.C.

We sh. certainly use any means in our power to get some reduction in local freight and postage charges.

2. A copy of the contract and of the manager's letter sh. be sent to every member of Legislative Council asking for any constructive suggestions in respect of the new contract. This should be treated as "Confidential" in the first instance. Mr. Jellin and Mr. Hoar might also be sent copies for observation.

3. Would you advise as a 'news item' in the Penguin a statement that the S.W. is considering a new contract with the F.I.C. on the expiry of the existing one in October?

W.H. 30/1/36

M.

I think it would be good policy to publish such a statement. Traders or others would then have an opportunity of putting forward representations, should they desire to do so.

M.C.H.  
et.

30. 1. 36

Get copies of Agreement  
see paragraph  
1 Jan. 1941.

1/10/36

For action acc. p.

The notice might read ~~as indicated~~

The mail contract service with the F.I.C. will expire in October next and we understand that the Govt. is considering the question of entering into a fresh contract and renewing the mail subsidy.

~~1/10/36~~ 31/1/36

Letter to Hon. V.A.H Biggs of 31/1/36.	36.
— .. — Sp. K. Cameron, J.P. — .. —	37.
— .. — W.H. Luskton — .. —	38.
— .. — G. Roberts — .. —	39.
— .. — S. Ct. O of 31/1/36	40.
— .. — Cpt. Treasurer — .. —	41.
— .. — A.R. Hoare, M.B.E — .. —	42.
— .. — S. J. Felton, M.E.C. — .. —	43.

Col. Postmaster

In your observations on the suggestions of the Hon. Treasurer regarding the mail office in his Minute of the 14<sup>th</sup> January, 1956, and for any observations you may wish to offer on the mail contract, generally.

MCH  
ES  
2. 2. 56

(44) Minute from Hon. Sec. 4/2/36  
MCH

(45) Minute from Hon. G. Robert.  
(46) Letter from Sec. J. Roberts 8/2/36.

(47) Letter to Mr. C. Harrison of 11/2/36.

Send to Col. Postmaster  
MCH

Col. Postmaster.

Recalled  
19/3/36  
—

Kindly see Hon. Col. Sec's minute  
of 2/2/36 on back of page 13.

C. J. G.  
for Col.  
12/2/36.

48. Letter from Hon. A. R. Hoare, 14/2/36.

49-51. " " Col. Weaver, 17/3/36

Shipping Master.

Will you kindly reply  
to the questions raised in red  
44. 1-5.

2. The question of a  
passenger certificate was brought  
up before, also the carriage  
of passengers in cases of a  
certain number?

MCH  
19.5.36

Hon Secy.

em 52-54

I put up a copy of letter dated 20/9/34 (from the Board of Trade) which covers the points 1-4 raised by Hon Secy in his minute (em 44)

At the same time I would invite attention to minutes on Inward Sheets Nos 10 and 10<sup>a</sup> herein.

2. re- The question raised in (5) of Hon Secy's minute, the answer is in the negative.

W.B.

Shipping Master

24. 3. 36

Yh. Replies have been received from the official members of Councils but not from the unofficial members.

2. So far no other representations have been received.

3. The points raised by the S.M.O. had been previously taken up with the B.O.F. of which red 54 is a copy of their reply.

4. On the whole the service has worked satisfactorily and it is doubtful in present circumstances whether any reduction in freight and passenger charges can be expected.

M.C.H.

24. 3. 36.



HCS

X

Discussion on this must be held up until we have dealt with the confidential present to you today.  
2. Mr. Young has agreed tentatively and orally to reduced rates for small packages and for packages of less than a certain duration. Both points will ~~come~~ to meet a good deal of pressing

ttttt 25/3/35

B. f. 2. 4. 56  
met 26. 1. 56

(56)

Letter from Mack. Is. Co. Ltd. of 4/4/36

Yr.

Submitted. This notice is given under para: 25 of the Agreement. The manager, Mr. Coy. asked me verbally if he could be informed at an early date as to whether the Gov. proposes to renew the Agreement.

✓

For X Co. to be met  
ttttt 8/1

met  
8. 4. 56

- (66) Minute from Col. Postmaster of 17.7.37.  
 T.F.  
 The attached is submitted with a temporary cover but will be placed in M.P. 403/30 when seen by T.F. as I don't think the information need be confidential.
2. while I appreciate the necessity of safeguarding money orders stamps & cash and also the desirability of giving every possible service to the public, I do not think the post office is a full time job
  3. I had in mind that when the young mail officer was appointed he could be trained between mails so that he could conduct clerical duties as and when required but H. Bennett has been the mail officer for sometime and according to the Postmaster's report he is not capable of taking over the duties of Mr. Fullman who is in the next highest grade. This of course may be the fault of the individual and not the training
  4. I appreciate the Postmaster's objection to the issue of a date stamp.
  5. Regarding the miscarriage & careless handling of mails, all cases should be reported to this office immediately when the matter can be taken up with the company
  6. If the mail office is retained then some other useful employment & training must be arranged for him during the intervals between mails as after all the Fitzroy was employed carrying sheep to S. America for a long time when no mail office was carried.

J.P.S.  
 17/7/37

Hon. C.S.

I am inclined to agree with the views of the Postmaster and consider that the post

of mail officer should be continued.  
I agree that it is not a "full time"  
job but perhaps arrangements could  
be made for the person to assist  
in other Depts. when not required  
for postal duties. He would thus  
gain experience.

2. I do not think the appnt. of  
an officer of the mail ship would  
be satisfactory. At each port of call  
the ship's staff is fully engaged with  
cargo and in consequence mail matters  
might be overlooked.

MCH

17.7.37.

Musiki to Col. Postmaster of 19/7/37.

(67)

Service from Col. Postmaster, of 6/8/37.

(68)

PA  
5/8/37

Y.E.

Submitted

I doubt if any dep. would accept no benefits  
service on such conditions - to be called away at any  
moment. However I might arrange some work for him  
in the Twp Dep. on accounts.

Res  
7/8/37

Hon. Col.

Please proceed as you think  
best.

MCH

7.8.37

(69) Minute to Colonial Postmaster of 9.8.37.

Y.E.

Arrangements as in red (69) have now been made in view of the introduction of a new accounting system and the additional help at the beginning will be of some assistance

Red  
10/8/37

Hon. C.S.

Thank you.

MCH  
10.8.37

? A 10/8/37

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORT STANLEY VIA RADIO.

RATES RULING .. October, 1930.

<u>PASSENGER RATES.</u> From Stanley to :-	<u>Cabin.</u>	<u>Steerage.</u>
Group 1. (a) Berkeley Sound	} 13/-	} 11/-
(b) Egg Harbour ) to		
San Carlos or ) Port Brenton Loch ) Howard.		
Group 2. (a) Darwin.	} 30/-	} 20/-
Walker Creek		
Lively Island.		
Salvador Waters.		
(b) Darwin to North Arm and vice versa		
Group 3. North Arm.	} £ 2. 9. --	} £ 1. 17. 0.
Speedwell Island		
Bleaker Island		
Brenton Loch		
San Carlos. N. & S.		
Port Howard. Chartres.		
Foxbay. Dunnose Head.		
Albemarle. Hill Cove. Port Stephens. Roy Cove. Spring Point.		
Group 4. New, Weddell, Beaver, Pebble, Passage, Carcass & Saunders Islands.	} £ 3.13.--	} £ 2. 9. --
Overseas. Magallanes (Cabin) Single £6. Return £12.		
Montevideo. Cabin, single £14. Return £ 25. Steerage " £10. " £ 20. Government Officials Single £10. Ret. £20.		

## MESSING.

Breakfast, dinner or supper @ 2/6d per meal; early morning or afternoon tea 6d. *or 7/- per day.*

The Company reserves the right to charge the fare applicable to the most distant port when a passenger is bound for a Port called after the most distant port, e.g. One booked for Darwin by a vessel going North about East Falklands and calling at Foxbay and then Darwin will pay passage money equal to the fare to Foxbay.

Children under 12 years, half fare. Infants under 2 years, free.

No reduction to be granted in return fares.

Cabin passengers travelling between Stanley and ports named in Group 2 will be charged 5/- less than the fare shown in they do not occupy cabin berths.

Cabin passengers travelling between Stanley & ports in Groups 3 and 4 will be charged 7/6d less.

LOCAL FREIGHT RATES.- outward, and inward (excluding produce).

To Berkeley Sound	per ton	20/-.
Lively Island & Darwin.		26/8.
Other East Falkland ports		30/-.
Speedwell Island.		36/8.
Boxbay. Port Howard. Great Island )		
and Island Harbour )		42/6.
Many Branch Harbour.		60/-.
Other West Falkland Ports		48/4.
Passage & Sea Lion Islands		60/- per ton if

over 10 tons.

(If under 10 tons £10 per call).

Small packages. To & from West Falkland	3/6d. each.
" " " " " East	" 3/- "
Barrels " " " West	" 3/6d "
" " " " East	" 3/- "
Tanks " " " West	" 24/- "
" " " " East	" 18/- "

Animals.

Cats to any port.	5/- each.
Dogs do.	7/6 "
Poultry in crates - at freight rates.	
Pigs - in crates - to any port	£1 each.
Cows, bullock & Oxen to any port	£2 each.
Horses to any port	£2 each. Across Falkland Sound 35/- ea.
Sheep - live - in crates to any port	£1 each.
" " lifting in numbers - by arrangement.	
" carcasses, to or from East Ports	3/- ea. Weyt 3/6d. ea.

Parcels. (Local).

2/6d for the first 11 lbs and thereafter 2d per lb.  
No parcel over 28 lbs will be accepted.

Parcels (C.O.D. ex Post Office).

The charge for C.O.D. parcels handed over to the Company by the Post Office is as follows :-  
Minimum charge 1/- for the first 2 lbs and 1d per lb thereafter.

Freight - Overseas ports.

Montevideo and Magallanes.:-

General cargo @ 40/- per ton. Kerosene & petrol 80/- per ton.  
Parcels. Minimum rate 5/-. Minimum Bill of Lading 40/-.

PRODUCE - with destination Stanley.

A rate of three quarters of that ruling on produce for transhipment to London will be charged.

FREIGHT - Produce for transhipment to London.

Stations with wharf facilities :-

<u>WOOL &amp; SHEEPSKINS.</u>	per 1,000 ks.	per 40 cu.ft.
Freight	£ 3. 7. 6.	1. 2. 6.
Hulk Hire	<u>1. 2. 6.</u>	<u>7. 6.</u>
	<u>£ 4.10. -. </u>	<u>£ 1.10. -. </u>

TALLOW & HIDES.

	per 1,000 ks.
Freight	1.17. 6.
Hulk Hire	<u>12. 6.</u>
	<u>£ 2.10. -. </u>

Stations without wharf facilities. :-

<u>WOOL &amp; SHEEPSKINS.</u>	per 1,000 ks.	per 40 cu.ft.
Freight	4. 2. 6.	1. 7. 6.
Hulk Hire	<u>1. 7. 6.</u>	<u>9. 2.</u>
	<u>£ 5.10. -. </u>	<u>£ 1.16. 8. </u>

TALLOW & HIDES.

	per 1,000 ks.
Freight	2. 12. 6.
Hulk Hire.	<u>17. 6.</u>
	<u>£ 3. 10. -. </u>

LANDING CHARGES - cargo ex Overseas vessels for Stanley.

Per ton weight or measurement at Company's option 15/-.

Cargo ex "Falkland" from overseas ports.

Per ton weight or measurement at Company's option 7/6d.

Cargo ex overseas vessels for transhipment to Farms etc.

A charge of 25/- per ton weight or meast. is made for landing, storing and re-shipping.

Local cargo - landing & loading expenses.

There is no charge.

The Falkland Islands Co., Ltd.  
*W. J. ...*

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY VIA RADIO.

2nd October, 1930.

Sir,

With reference to our several discussions on the subject of Sea Transport in the Home Trade Limits of this Colony, I have the honour to inform you that my Directors do not propose to put our s.s. "Falkland" through survey when her period of classification expires in 1932.

In view of the importance to the Colony that there should be some provision for the adequate storing of sheep stations, the collection of produce and for the transit of passengers and mails, it appears to be desirable that the "Falkland" be replaced by a suitable vessel. My Directors accept this view and are prepared to enter into negotiations with Government.

It is proposed to build a vessel specially for the trade, the approximate dimensions being 170 ft. x 29½ ft. x 12½ ft., mean draft 12¼ ft. estimated deadweight 650 tons, speed 11 knots on trials, 10 knots service; capacity of holds 25 - 27,000 cubic feet.

Accommodation would be provided for 12 first class passengers in 6 cabins, dining saloon and smoking room, for 12 third class passengers in open berths, mail room, shop, and adequate accommodation for Captain, officers, engineers, wireless operator and crew.

The vessel would be built in Lloyds highest class and would be a great improvement on the facilities now available.

The Honourable

The Colonial Secretary.

Stanley.

152 x 24.9 x 10  
12.9"  
600  
9¼ - 8  
22,000



The cost is estimated at about £ 25,000, and in view of the heavy capital expense involved, I have to enquire whether Government will consider entering into an agreement with this Company for the carriage of mails.

The main heads of the agreement to be as follows :-

1. The agreement shall be for a period of five years with a renewal clause.
2. The Company shall construct a vessel of the approximate dimensions, speed, accommodation as outlined above, to be placed in service in 1932.
3. The passenger fares and freight rates for inter island trade and between Magallanes, Montevideo and this Colony as now charged by this Company shall be maximum and any increase shall only be brought into force providing the Company can satisfy Government as to the necessity for such increase.
4. The Company shall allow Government a rebate of 25% off all cargo and passenger rates chargeable on all bona fide Government traffic carried by the vessel - this shall apply to inter island voyages and voyages to the South American Continent and the Dependencies.
5. The Company shall not charge Government any Landing charges at Port Stanley on the cargo referred to in paragraph 4 above..
6. The Company shall further charge Government the reduced rate of 12s. 6d. per ton as landing charges on cargo received at Port Stanley ex P.S.N. Company's vessels and consigned to Government instead of the current rate of 15/- per ton.
7. These concessions shall become operative from the arrival of the vessel at Port Stanley for trading (or from the date of leaving England providing she carries a letter and parcel mail from the United Kingdom) and remain in force during its currency of the agreement.
8. The Company shall be permitted to arrange sailings between

via 7/6.

1. 1. 32.

15th December and 15th March in each year as best suits the requirements of the trade but sailings at other times shall be arranged with Government by mutual agreement and shall include not more than 5 round voyages to Montevideo and 12 separate voyages to a main port on West Falkland during each year. Voyages to the Dependencies or additional voyages to Montevideo if required shall be a matter for special arrangement but the Company shall be at liberty to arrange additional sailings to the South American Continent if they so require.

9. Transhipment of cargo at Montevideo - the Company shall assist Government in arranging for the transhipment of Government cargo at Montevideo for the Colony by making a net charge for transhipment (i.e. actual cost of transhipment and Agents' charge) as while this may not be feasible for general cargo, it possibly would for such commodities as cement, coal, gas oil, lubricating oil and timber. The Company shall also give Government the benefit of their experience in buying ex South American ports.

10. The Company shall, if required, carry a Government mail Officer on Montevideo voyages without charge.

11. In consideration of the foregoing, Government shall pay to the Company £ 2,500 per annum for 5 years commencing from the date of arrival of the vessel at Port Stanley for or date of leaving U.K. as provided in para. 7 service/- payment to be made in four equal quarterly ~~xxxxxx~~ payments in each year.

12. An agreement to be drawn up embodying the terms agreed on.

I venture the opinion that if these proposals mature the consequent improvement of travelling conditions around these Islands will prove of great benefit to the people of this Colony and the assistance rendered by Government in bringing this about will be appreciated by everyone.

Should His Excellency the Governor see his way to

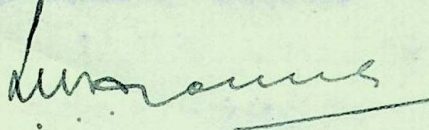
recommend them to the Secretary of State for the Colonies  
my Directors will be pleased to call at the Colonial Office  
and give any explanations and show plans.

As I expect to be in England from mid-November  
until 5th January next, I shall also be available, if  
required.

I am,

Sir,

your obedient servant,



Manager.

GOVERNMENT HOUSE,

STANLEY.

7th October, 1930.

FALKLAND ISLANDS.

, 220.

My Lord,

I have the honour to address Your Lordship on the old problem of the Colony's communications, both overseas and inter-insular, to which I am happy to report a new solution has now been found.

2. The local manager of the Falkland Islands Company, Mr. L. W. H. Young, has informed me that at the conclusion of her present period of survey classification in 1932 it is proposed in any event to dispose of the s.s. "Falkland". The Falkland Islands Company will be prepared to replace her with a steamer, to be specially built for the trade, provided that the support of this Government in the venture is forthcoming; failing such support the Directors would not be ready to meet the heavy outlay of capital involved and would arrange to bring their own wool into Stanley for transhipment by schooners, leaving outside farms to fend for themselves.

3. I consider it essential, if only for the conservation of the wool industry as a whole, that a steamer should be maintained in commission between Stanley and the farm settlements from which otherwise the transport of their produce for transhipment to the home market becomes precarious. I consider furthermore that for mail and other purposes it is highly desirable that the services of such a steamer should be available. In the long view

THE RIGHT HONOURABLE  
LORD PASSFIELD OF PASSFIELD CORNER, P.C.,  
SECRETARY OF STATE FOR THE COLONIES.

I am convinced that if this Government declines on its own own motion at the present time to take anticipatory action in this connection at a later date it will be forced by public pressure to intervene in a crisis. Incidentally I am glad to think that in this way the Government will be instrumental in rendering, through the construction of the new steamer, a small measure of assistance towards the relief of unemployment in the United Kingdom.

4. I propose therefore, for Your Lordship's approval, that this Government should enter into a contract with the Falkland Islands Company for the carriage of mails, passengers and cargo between Stanley and Montevideo and the West Falkland for a term of five years, to begin from 1932, by a new steamer to be built to an approved specification in the United Kingdom against payment of a subsidy at the rate of £2,500 a year and on the general conditions set out in the annexed schedule.

In duplicate.

5. Your Lordship will observe that in this manner the overseas mail service by the new steamer and the vessels of the Pacific Steam Navigation Company, which already call at Stanley, is assured at not more than monthly intervals. I trust that with additional calls by whaling vessels and by men-of-war, and by occasional voyages of s.s. "Fleurus" to Montevideo, by triangular extension of the regular Stanley - South Georgia - Stanley voyages, it will be practicable, to the great benefit of the whole community, commercially and socially, further to reduce the intervals between the receipt and despatch of mails from and to the United Kingdom, say, to periods as short as three weeks. Inter-insular communications

too will be firmly stabilised and with the sailings of the s.s. "Fleurus" opportunities for traffic between the East and West islands should offer themselves at the least twice a month.

6. Financially the new service will result in an economy on the basis of the expenditure provided and incurred in past years. I estimate that apart from the annual sum of £2,400 paid to the Tonsberg Whaling Company for the South Georgia and the South Shetlands mail service, with which the contract with the Falkland Islands Company will in no way interfere, the amount of £600 a year will be necessary, in addition to the subsidy of £2,500, to meet the cost of the diversion of the s.s. "Fleurus" to Montevideo, as explained above, or of special calls, as occasion may arise, of the s.s. "Fleurus" or the new steamer at farm settlements on the East or West Falkland or at the outlying islands. That is to say a total expenditure divided proportionately between the Colony (Head VI - subhead 5) and the Dependencies (subhead 22) in accordance with the arrangement approved in Mr. Amery's telegram of the 27th of January, 1928, and Mr. Amery's despatch No. 23 of the 14th of February, 1929, will be required in 1932 and following years of £5,500 as compared with the approved estimate of £6,000 in 1930 or a saving of £2,500. It is true that by the exercise of the closest care and by the use of unexpected means I have been able to decrease the estimate for 1931 to £4,750 but I am sure that Your Lordship will agree that the increase is infinitesimal when the general gain to the business interests and the  
moral/

moral welfare of the Colony is considered. It is moreover fully counterbalanced by the valuable concessions which the Falkland Islands Company is prepared to grant to this Government in the way of rebates on passenger fares, freight rates, landing charges, agency fees and the like.

7. I trust that Your Lordship will see no cause to withhold approval of the proposal arrangement, which highly commends itself to me as effecting seizure of an exceptional opportunity of resolving what has been for many years one of the principal difficulties with which the administration of this Colony has been confronted. I am conscious that I have put the proposals forward for Your Lordship's consideration at a somewhat early date but I have done so for the reason that Mr. Young is proceeding to London for a short visit by this same mail, and so will be able, when desired, to call at the Colonial Office with detailed plans and specifications and elucidate in person any point which may be doubtful.

I have the honour to be,

My Lord,

Your Lordship's most  
obedient humble servant,

ARNOLD HODSON.

SCHEDULE.

1. The contract shall be for five years to commence during the year 1932.
2. The Company shall build in the United Kingdom and shall maintain a steamer in Lloyd's highest class of approximate dimensions 170 ft. in length by 29½ ft. in beam by 12½ ft. in depth; ~~of mean draft 12 ft.~~; estimated dead weight 650 tons; speed 11 knots trial, 10 knots service; and capacity of holds ~~27,000~~ ~~25,000~~ cubic feet. The steamer shall have adequate accommodation for twelve first-class passengers in six cabins and ~~twelve~~ third-class passengers in open berths as well as, dining saloon <sup>and</sup> a smokeroom, ~~mailroom and wireless telegraphy apparatus.~~
3. The steamer shall make not more than five voyages in every year from Stanley to Montevideo and return to Stanley and shall, if required, call at Fox Bay on the West Falkland on the way in either direction or in both directions. The dates of these voyages shall be fixed by the Government on reasonable notice beforehand being given to the Company, except that between the 15th of December and the 15th of March in every year such dates shall not be fixed without the consent of the Company and shall not be fixed so as to interfere with the inter-insular voyages for the collection of the wool clip.
4. The steamer shall make not less than twelve calls in every year at a principal port on the main West Falkland island in the course of separate voyages and in addition to the calls at Fox Bay stipulated in the preceding article. The term principal port shall be taken to mean any one of the following places, viz Fox Bay, Port Howard, Chartre and Hill Cove.
5. Additional voyages to Montevideo or on voyages to other places on the South American continent or to the Dependencies shall be subject to special arrangement between the Government and the Company but the Company shall be at liberty to make such voyages on its own account and at its own charges.
6. The Company shall carry ~~for~~ the Government free of charge during the continuance of this contract all mails of every description including parcel mails by every voyage made by the steamer to whatever destination.
7. The Company shall carry, if required, free of charge a Govt mail officer on every voyage made by the steamer between Stanley and Montevideo and return to Stanley.
8. The Government shall pay the Company the sum of £2,500 a year in four equal quarterly instalments during the continuance of this contract.
9. The passenger fares and freight rates for inter-insular traffic and between Montevideo and Magallanes and St shall not be higher than those obtaining at the present time (i.e. in October, 1930) except that the Govern

165-

32½

13½

29,000

sign



shall be satisfied by the Company that an increase is justified in whole or in part and shall approve the same.

10. The Company shall allow the Government a rebate of 25% on all passenger fares and freight rates in respect of all bona-fide Government traffic carried by the steamer on any voyage during the continuance of this contract.
11. The Company shall not charge the Government any landing charges at Stanley on any cargo carried by the steamer on behalf of the Government on any voyage during the continuance of this contract.
12. The Company shall charge the Government landing charges at the reduced rate of 12/6 instead of 15/- a ton (or in proportion if the latter figure is reduced but in no case ~~more~~ than 12/6 a ton) on all cargo for the Government received at Stanley ex vessels of the Pacific Steam Navigation Company during the continuance of this Contract.
13. The Company shall assist the Government during the continuance of this contract in arranging for the transshipment from Montevideo by the steamer of cargo consigned to the Government by making a nett charge for transshipment (which charge shall be the actual cost of transshipment and actual agency charges at Montevideo only) in the case of such commodities as it shall be found expedient so to tranship to wit, more particularly, and for example, cement, coal, timber, petrol, gas ~~and~~ fuel oil, fuel oil and kerosene. *at fuel oil*
14. The Company shall give the Government during the continuance of the contract the benefit free of charge of its experience in buying in South American markets.

403/30.

13th October,

30

Sir,

Red 7.

I am directed by the Governor to acknowledge with thanks the receipt of your letter of the 2nd of October, 1930, on the subject of local shipping, and to say that His Excellency is submitting the proposals made to the Secretary of State for consideration.

2. I am to add that a further communication will be addressed to you in this matter at an early date as possible.

I am,

Sir,

Your obedient servant,

§

Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
STANLEY.

5 January 1

76845/30.

Gentlemen,

With reference to the interview with Mr. L.W.H. Young, your Company's local manager in the Falkland Islands at this Office on the 2nd of January, I am directed by Lord Passfield to inform you that he has had under consideration proposals by the Governor of the Falkland Islands for the conclusion of an agreement with your Company whereby the Colonial Government would undertake, in consideration of the maintenance by the Company of certain mail and other services and of other benefits, as summarised in the accompanying schedule, to pay to your Company a subsidy of £2,500 for a period of five years from 1932. In the event of such an agreement being concluded it is understood that your Company will undertake to provide a new steamer to be built to an approved specification, to undertake

THE FALKLAND ISLANDS COMPANY.

15

undertake the carriage of mails passengers and cargo between Stanley and Montevideo and the West Falklands and generally to provide transport facilities for the Farm settlements in the Colony to enable shipment of produce to home markets to be effected.

2. I am to inform you that Lord Bassfield has given this matter his careful consideration and approves in principle of such a contract being entered into on the basis of a subsidy to your Company of £2,500 per annum in respect of five return voyages per annum between Port Stanley and Montevideo and for a period of five years, but subject to abatement at the rate of £500 per return voyage or £250 per single voyage in respect of any of the five return voyages which the Company may be unable to perform in any year or upon which it may be unable to carry passengers and cargo. It is suggested that the details of this contract which will be subject to the approval of the Governor, should follow that of a similar contract entered by the Falkland Islands Government of which a copy has been handed to your representative, and that it should finally be concluded with

10

with your Company by the Crown Agents for the Colonies on behalf of the Colonial Government.

Lord Fassfield will await the receipt of the draft contract which it was agreed with your manager should be prepared by you in consultation with your solicitors to give effect to the above proposals.

I am,

Gentlemen,

Your obedient servant,

(Signed) S. M. CAMPBELL.

45

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO.

9th February, 1931.

Dear Governor,

I enclose the draft Agreement for the mail service which has been drawn up by our Solicitors and embodies relevant clauses in Government's agreement with "Fleurus".

As regards the new steamer's voyage out, if you decide to let her bring out parcels and letter mail (para 16 & 20), I will ask London to despatch her about 10th October and arrange a definite call at Montevideo to pick up overtaking mails. This should give us mails as follows :-

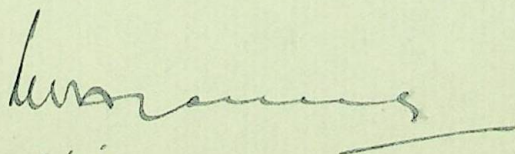
ex "Croya" arriving about 19th October.

"Falkland" " " 14th November

P.S.M.C. cargo vessel 3rd week in December.

Would you kindly let me know about this ?

Yours faithfully,



Manager.

His Excellency J.M.Ellis.

Stanley.

60

GOVERNMENT HOUSE,

STANLEY.

18th February, 1931.

FALKLAND ISLANDS.

No. 33.

My Lord,

With reference to Your Lordship's despatch No. 5 of the 9th of January, 1931, on the subject of the proposal to conclude an agreement with the Falkland Islands Company, Limited, to provide for a mail-service between the Colony and Montevideo and for the carriage of inter-insular mails, I have the honour to forward the draft of such an agreement which I have drawn up with the concurrence of Mr. L. W. H. Young, the local manager of the Falkland Islands Company. If Your Lordship approves the draft I should be grateful if the necessary steps may be taken for the conclusion of the agreement between the Crown Agents for the Colonies and the London office of the Falkland Islands Company.

2. Your Lordship will observe that in clause 16 of the draft agreement it is proposed that the agreement shall become operative as from the date on which the new steamship leaves the United Kingdom for the Colony, provided that she brings with her a letter and a parcel mail. This date will be in all probability about the 10th of October, 1931, and in view of the fact that a considerable interval would elapse otherwise in the receipt of mails, and especially of parcel mails, from the United Kingdom I consider that the proposal is justified. Ample money is available under the approved provision in the current estimates to meet the additional expenditure

which/

THE RIGHT HONOURABLE  
LORD PASSFIELD OF PASSFIELD CORNER, P.C.,  
SECRETARY OF STATE FOR THE COLONIES.

which is thereby involved and which amounts approximately to £200. Moreover some recovery of this expenditure is to be anticipated from the rebate on freight and landing charges allowed for under clauses 5, 7 and 8 of the agreement. Your Lordship will recollect in this connection that the subsidy paid under the existing arrangement for a voyage of the s.s. "Falkland" from Stanley to Montevideo and return to Stanley with mails is £350.

I have the honour to be,

My Lord,

Your Lordship's most  
obedient humble servant,

J. M. ELLIS.



403/30.

26th February,

31.

Sir,


With reference to your letter of the 9th of February, 1931, addressed to the Acting Governor, I am directed to forward to you a copy of the draft Agreement relative to the new mail steamer which, as arranged verbally with you, His Excellency is sending by this mail to the Secretary of State with the request that, if approved, it may be concluded between the Crown Agents for the Colonies and your London office.

2. I am to add that, as you will see, clause 13 of the draft Agreement proposes that ~~it~~ should be operative as from the date the steamer leaves the United Kingdom, provided that she brings a letter and a parcel mail.

I am,

Sir,

Your obedient servant,



for Colonial Secretary.

The Manager of the  
Falkland Islands Company, Ltd.,  
S T A N L E Y.

403/30 → YH.

(62)

# The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

27th February, 1931.

Sir,

I have to acknowledge receipt of your letter No. 403/30 dated the 26th February 1931, with a copy of the Draft Agreement for which I thank you.

I note that the Agreement becomes operative from the date the vessel leaves the United Kingdom providing she brings a letter and parcels mail.

I am,

Sir,

your obedient servant,

*[Handwritten signature]*

Manager.

The Honourable

The Colonial Secretary.

Stanley.

6/3

No.

MINUTE.

It is requested that, in any reference to this minute the above Number and the date may be quoted).

3rd March 1931.

From

From

To Director of Public Works.

To

THE COLONIAL SECRETARY,

Stanley.

Stanley, Falkland Islands.

With reference to Messrs Falklands Islands Company's new steamer, which it is understood is leaving Chatham or London about October 1931, it is submitted that the Crown Agents for the Colonies be informed of this proposed sailing with a view to their getting into touch with the Company's Head Office, London, and arranging shipment of any stores on order from this Department which may be available for despatch at that period.

2. It is understood verbally that the freight charge will be slightly less than that charged by the Pacific Steam Navigation Co, also that it will not be possible to take shipment of bulk cargo, e.g. cement, bricks &c.

*C. Roberts.*

Director of Public Works.

Petrograd Standard = 165 Cub. ft.

weighs 2 1/2 tons or 4 tons ships measure

We can take up to 6 Standards  
of assorted sizes as follows.

4" x 2"

2" x 6"

3 x 4"

3" x 3"

4" x 4"

3" x 2"

4" x 6"

2" x 2"

6" x 1" plained T & G flooring

6" x 5/8 " " " V jointed matching

6 Standards would equal  
approx 1000 Cub. ft ships  
measurement.

Standard = £ 22  
+ freight on 4 tons = £ 12  
£ 34 per Standard  
for a 1<sup>st</sup> class quality, handles

403/30.

6th March,

31.

Sir,

With reference to the projected sailing of your new steamship from London or Chatham on or about the 10th of October, 1931, I am directed to request you to be good enough to confirm the rate which will be charged by your Company for freight shipped on behalf of this Government by this opportunity, viz : 75% of the corresponding rate charged by the Pacific Steam Navigation Company, Limited.

2. I am to add that it is understood that heavy cargo in bulk cannot be accepted for shipment by this sailing.

3. I am to thank you for your offer alternatively to ship timber from Norway for this Government by this same opportunity and to say that it is not desired at present to place an order for any appreciable quantity as sufficient stocks are already on hand or in course of supply. With regard to future purchases, however, a firm quotation for timber of suitable quality will receive full consideration.

I am,

Sir,

Your obedient servant,

*C. J. J.*  
for Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
Stanley.

403/30.

6th March,

31.

Gentlemen,

I am directed to inform you that it is expected to despatch the new steamship, which is being built by the Falkland Islands Company, Ltd., and will be employed on mail service under contract with this Government, from London or Chatham on or about the 10th of October, 1931.

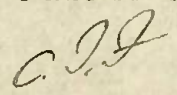
2. I am to request that in order to take advantage of the preferential rates of freight offered by the Company you will arrange for the shipment of materials and stores for this Government by this sailing so far as may be convenient.

3. I am to add that the Company state that it will not be possible to carry heavy cargo in bulk, such as cement or bricks, on this occasion.

I am,

Gentlemen,

Your obedient servant,



for Colonial Secretary.

To Hon. D.P.O., please. (66)

12.3.31

# The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORT STANLEY" VIA RADIO.

11th March, 1931.

Sir,

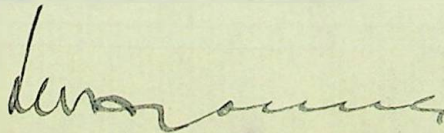
With reference to your letter No. 403/30 dated the 6th instant the new vessel will not now load in the London area but will proceed from the North East Coast to Norway and thence to a port in the English Channel to embark mails and complete bunkers.

As it would probably not be convenient for the Crown Agents to ship cargo at Leith I suggest that in lieu of reserving space for you we undertake to sell you up to 4,000 cubic feet timber in such sizes as you may require out of the parcel imported by this vessel, delivery to be taken within three months after arrival here, at cost price plus freight Norway to Port Stanley at 80/- net per ton of 40 cubic feet. This should enable you to purchase your requirements for 1932 at considerably less cost than importing the same class of timber from the United Kingdom.

I am,

Sir,

your obedient servant,



MANAGER.

The Honourable

The Colonial Secretary.

Stanley.

405/30.

16th March, 31.

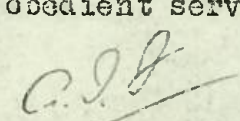
Sir,

In reply to your letter of the 11th of March, 1931, I am directed to inform you that after full consideration of the further offer made by you to supply this Government with timber from Norway on your new steamer it is not desired to take advantage of it by placing an order in advance.

I am,

Sir,

Your obedient servant,

  
for Colonial Secretary.

The Manager of the  
Falkland Islands Company, Ltd.,  
S T A N L E Y .



DECODE.

TELEGRAM.

*From* Secretary of State.

*To* H.E. the Governor.

*Despatched*: 20th March, 19 31 *Time*: 1010.

*Received*: 21st March, 19 31 *Time*:

*Recd. 18-15*  
*Recd. 13-8*  
No. 21. My despatch of 9th January Falkland Islands Company have approved draft agreement similar to that in Young's possession with minor modifications clauses 3, 4, 5, 19 and also following modifications. Clause 2 provides for maintenance in Lloyds highest class and clause 22 therefore omitted. Clauses 17, 18 and 20 recast to conform closely to paragraphs 3, 4 and 5 of the schedule accompanying your despatch of 7th October No. 220 and clause 20 provides for proportional abatement subsidy should ~~mm~~ less than 5 return voyages to Monte Video be made. In first schedule number of third class passengers amended to 12. Please discuss with Young and telegraph as early as possible whether agreement may be concluded at once on above lines with rates as in second schedule.

S. of S.

DECODE.

TELEGRAM.

*From* ..... H.E. the Governor.

*To* ..... Secretary of State.

---

*Despatched* : 22nd March,                      19 31      *Time* : 1645.

*Received* :    19              *Time* :

No. 20. Your telegram 20th March No. 21 after discussion with Young concur in conclusion of agreement as proposed with modifications stated but consider that abatement of subsidy should be enforced **only** in case of inability of Company to perform five full voyages and that it is immaterial whether number of third-class passengers is twelve or eight. Please see my despatch of 18th February No. 33 forwarded by mail 1st March.

Governor.

Copy.

86809/31.

Downing Street,

17th April, 1931.

Gentlemen,

I am directed by Lord Passfield to acknowledge the receipt of your letter of the 13th of March O/Falks.61, and to enclose a copy of a draft Agreement for the carriage of mails etc., between the Falkland Islands and Montevideo, and for certain services within the Colony. The terms of the draft Agreement have been agreed with the Falkland Islands Company.

2. I am to request that you will proceed on behalf of the Falkland Islands Government with the conclusion of this Agreement with the Company as soon as possible.

I am, etc.,

(Signed) R. Darnley.

THE CROWN AGENTS

FOR THE COLONIES.

$\frac{A}{1}$

Reference to previous correspondence:-

Secretary of State's Despatch No...33... of the  
Governor's

*Red. 60.*

.....18th February, 1931.

FALKLAND ISLANDS.

No.....52.....



DOWNING STREET,

.....22nd April,.....1931.

Sir,

I have the honour to transmit to you ~~the papers~~ for your information, a copy of the paper noted below on the subject of the agreement with the Falkland Islands Company for the carriage of mails etc.

I have the honour to be,

Sir,

Your most obedient, humble servant,

THE OFFICER ADMINISTERING

THE GOVERNMENT OF THE FALKLAND ISLANDS.

PASSFIELD.

Date.	Description.
1931.	
17th April.	To the Crown Agents for the Colonies. (without enclosures)

## THE CROWN AGENTS FOR THE COLONIES.

Copy.

O/Falk.1s.61.

4, Millbank,  
Westminster,  
London, S.W.1.  
8th May, 1931.

Sir,

With reference to your letter No.86809/31 of the 17th April, I have the honour to state that we are forwarding to you, under separate cover, for the use of the Colonial Office and the Government of the Falkland Islands, 12 completed prints of the Agreement executed with the Falkland Islands Co.Ltd. for the carriage of mails etc., between the Falkland Islands and Montevideo, and for certain services within the Colony.

U.S.C.

2. I enclose a copy of an account submitted by Messrs. Burchells in respect of their charges and disbursements in connection with the matter, and have to enquire whether the Secretary of State approves of our paying to them the sum of £14.6.9 from the funds of the Colonial Government.

I have the honour to be, etc.,

(Signed) W.A.F. Wickhart.

for Crown Agents.

The Under Secretary of State,  
Colonial Office.

21 May 1911

86809/31

Gentlemen,

I am directed by Lord Passfield to acknowledge the receipt of your letter of Falkland Islands 61 of the 8th May, and to authorise you to pay to Messrs Barchells, from Falklands Islands funds, the sum of £14.6.9., in respect of their charges and disbursements in connection with the completion of the agreement executed with the Falkland Islands Company, Limited for the carriage of mails, etc., between the Falkland Islands and Montevideo, and for certain services within the Colony.

£14.6.9.

I am,

Gentlemen,

Your most obedient servant,

(Sd.) R. DARNLEY.

THE CROWN AGENTS  
FOR THE COLONIES.

FALKLAND ISLANDS.

NO: 61



Downing Street,

22 May, 1931.

Sir,

*Red 71*  
With reference to my despatch No.52 of the 23rd of April I have the honour to transmit to you six copies of the agreement executed with the Falkland Islands Company Limited for the carriage of mails etc., between the Falkland Islands and Montevideo and for certain services within the Colony.

*CCF. Cr. A. 8.5.31.  
To Cr. A. 215.31.*  
I also enclose, for your information, a copy of correspondence with the Crown Agents for the Colonies regarding the expenses incurred by Messrs. Burchelles in this connection.

I have the honour to be,

Sir,

Your most obedient

humble servant,

(Signed) PASSFIELD.

THE OFFICER ADMINISTERING  
THE GOVERNMENT OF  
THE FALKLAND ISLANDS.

203/30

170.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS: FLEETWING PORTSTANLEY VIA RADIO



*Stanley.*

20th August, 1931. 19

Sir,

I have the honour to inform you that our new Steamer "LAFONIA" was successfully launched from the yard of Messrs H. Robb & Co, Leith, on the 18th instant.

I am,

Sir,

Your obedient servant,

A handwritten signature in dark ink, appearing to read "W. J. Young", written over a horizontal line.

Manager.

The Honourable  
The Colonial Secretary,  
Stanley.

*G. P. Schell et al with <  
draft v/b.*

*21. 8. 31.*



403/30.

26th August,

31.

Sir,

I am directed by the Governor to acknowledge with thanks the receipt of your letter of the 20th of August, 1931, and to say that His Excellency is glad to learn that the s.s. "Lafonia" has been successfully launched.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,  
Falkland Islands Company, Limited,  
S T A N L E Y.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO



*Stanley*

7th October, 1931.

Sir,

MAIL CONTRACT 1931 - 6.

I have the honour to inform you that  
s.s. "Lafonia" sailed from Falmouth on the 5th  
instant, with a parcel mail for the Colony.

I am,

Sir,

your obedient servant,

Manager.

The Honourable  
The Colonial Secretary,  
Stanley.

183/30 . 21/11/31

79



New Island.  
West Falklands.  
October 19<sup>th</sup> 1931

The Hon —  
The Colonial Secretary.  
Stanley  
Near Sea.

I have read the contract in the Penguin between the Government & the Falkland Island Company regarding the Mail; but we seem to not be considered whatever also Beaver & Weddell Island would it not be possible to arrange for the Mail to be landed at one of these Islands at certain times or even at Port Stephens which is not mentioned either & it is one of the largest Stations on the West.

It is of no use landing Parcels or any heavy Mail at Fox Bay, for any of these Islands, as we cannot expect Mr. Robertson of Port Stephens to carry it all that distance for us, as it is nine or ten hours ride in fine weather & in winter time it is much longer & sometimes it is impossible to cross the streams, it is only through Mr. Robertson's kindness allowing our Letter & Paper Mail to be carried from Fox Bay we receive that.

Yours Obediently  
Fannie M. Scott

403/30.

21st November,

31.

Madam,

I am directed by the Governor to acknowledge the receipt of your letter of the 19th of October, 1931, and to say that in the mail contract concluded between this Government and the Falkland Islands Company, Limited, specific mention is made of Fox Bay, Port Howard, Hill Cove and Chartres as principal ports on the West Falkland for the reason that they are the ports most suited, on account of their geographical position, as centres for the general collection and distribution of the West Falkland mails.

2. I am to assure you that every endeavour will be made, with the co-operation of the Manager of the Falkland Islands Company, Limited, to arrange for the direct delivery and collection of mails at New Island and also at Weddell and Beaver Islands as often as possible.

3. I am further to say that, while no definite promise can be given, it is hoped that in practice the mail steamer will call at the majority, if not all, of the farm stations in the Colony, including New and Weddell Islands, at intervals not less frequent than once in every three months with the object more especially of facilitating the carriage of the parcels mails.

4./

Mrs. Scott,  
New Island,  
WEST FALKLAND.

4. In conclusion I am to convey to you His Excellency's sympathetic appreciation of the difficulties in which you find yourself placed in regard to communications. I am to point out, however, at the same time that the frequency of calls by the mail steamer at a given port must depend largely, in this Colony as elsewhere, on the inducement offered in the normal course of trade.

I am,

Madam,

Your obedient servant,



Colonial Secretary.

403/30 (82)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



*Stanley*

11th December, 1931.

Sir,

With reference to the Contract concluded between the Government of the Colony and this Company for the carriage of mails, I have the honour to inform you that s.s. "Lafonia" does not comply with the requirements laid down in the first schedule as regards the provision for twelve 3rd class passengers in open berths, having accommodation for 8 only. It is not possible to extend this accommodation but as lying down accommodation in the first class has been provided in excess of the scheduled requirements, I have the honour to request that you will kindly agree to the schedule being amended accordingly.

The first class lying down accommodation is as follows:-

4 cabins with 2 berths and settee.	Can sleep	12.
2 cabins with 2 berths, folding berth and settee.	Can sleep	8.
Dining saloon seats are constructed to form 4 berths.		4.
Smoking room seats are constructed to form 4 berths.		4.
		<u>28.</u>

It is usual to provide lying down accommodation in the Dining and Smoke rooms in Cross Channel and English Coasting vessels. These berths would only be availed of when voyaging around the Islands and used at times of heavy traffic. Such berths are provided with bed linen.

I have the honour to be,

Sir,

your obedient servant,

Manager.

The Honourable

The Colonial Secretary.

Stanley.

403/30.

16th December,

51

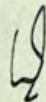
Sir,

In reply to your letter of the 11th of December, 1931, I am directed to inform you that in view of the additional lying down accommodation which is available, as explained, for first class passengers in s.s. 'Lafonia' it is not proposed to insist on the requirement made in the first schedule to the mail contract that accommodation should be provided for twelve third-class passengers in open berths as against the accommodation for eight such passengers only actually available in s.s. 'Lafonia'.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,  
The Falkland Islands Company, Ltd.,  
STANLEY.

# The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851.  
REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

17th December, 1931.



Sir,

I beg to acknowledge receipt of your letter  
No. 403/30 dated 16th December, contents of which  
are noted and for which I thank you.

I am,

Sir,

your obedient servant,

*[Handwritten signature]*

Manager.

The Honourable

The Colonial Secretary.

Stanley.



85

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS FLEETWING PORTSTANLEY VIA RADIO.

30th December 19 31

Sir,

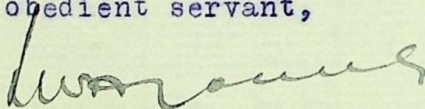
With reference to the proposed contract with the Admiralty in respect of s.s. "Lafonia", which matter we recently discussed, I understand that should the necessity arise the Falkland Islands Government agree to suspend the mail contract with this Company.

2. I shall be obliged if you will confirm this arrangement.

I am,

Sir,

Your obedient servant,



Manager

The Honourable,

The Colonial Secretary.

Stanley

403/30.

5th January,

31.

Sir,

I am directed to acknowledge the receipt of your letter of the 30th of December, 1931, and to confirm the arrangement whereby this Government agrees in a given emergency to the suspension of the mail contract with your Company so as to enable the s.s. "Lafonia" to be released for service under the Admiralty in accordance with the terms of the proposed contract handed to me personally by you for perusal.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager of the  
Falkland Islands Company, Limited,  
S T A N L E Y.

(87)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED. 1902.

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS, FLEETWING PORT STANLEY VIA RADIO

*Stanley*

19th January, 1932.



Sir,

You will be interested to know that consequent on our now having an alternate route to the Pacific Steam Navigation Company for the shipment of produce, i.e. s.s. "Lafonia" via Montevideo, it has been possible for my Head Office to successfully resist a threatened increase in freights by that Company.

This increase has been enforced on shipments from Magallanes and our rate is now below theirs. Details are given below :-

Per ton of 1,000 kilos, Wool or skins.

1931.	Magallanes to London	85/- less 7/6 rebate.
1932.	- do -	97/9 less 8/7 rebate. (15% increase over 1931).
1931 )	Port Stanley to London.	95/- less 7/6 rebate.
1932 )		

This represents a saving for this year of about £1,300 to Farmers in the Colony and is proof that the Mail Contract now in force between Government and this Company is of real value to the producer.

I am,

Sir,

your obedient servant,

A handwritten signature in dark ink, appearing to be "W. J. ...".

Manager.

The Honourable  
The Colonial Secretary.  
Stanley.

405/30.

1st February,

32.

Sir,

I am directed by the Governor to acknowledge the receipt of your letter of the 19th of January, 1932, on the subject of the comparative freight ~~freight~~ rates now obtaining by the Pacific Steam Navigation Company, Limited, between Magallanes and the United Kingdom and between the Colony and the United Kingdom and to say that His Excellency has read it with interested appreciation.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,  
Falkland Islands Company, Limited,  
S T A N L E Y.



FALKLAND ISLANDS.

DOWNING STREET.

No. 115

26 August, 1932.

Sir,

Red 45.

I have the honour to refer to Lord Passfield's despatch No. 61 of the 22nd May 1931, regarding the agreement executed for the carriage of mails etc. between the Falkland Islands and Montevideo and for certain services within the Colony.

2. Section 17 of the agreement provides for periodical voyages by the Lafonia from Stanley to Montevideo and back. It will frequently be very useful to my Department to have information as to the dates of such voyages in order to make arrangements for the despatch of mails; and I shall be glad, therefore, if you will furnish me by telegram from time to time with information of the proposed sailings of the vessel to and from Montevideo. With a view to facilitating mail arrangements it will be convenient if you can give as long notice as possible.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(for the Secretary of State)

(Signed) R. W. HAMILTON.

GOVERNOR,

SIR JAMES O'GRADY, B.C.M.G.,

&c., &c., &c.

DECODE.

TELEGRAM.

*From* His Excellency the Governor.

*To* The Secretary of State for the Colonies.

---

*Despatched* : 17th October, 19 32. *Time* : 15.00.

*Received* : 19 *Time* :

*Red 89*

No. 37 Your despatch of 26th August No. 115 following are proposed sailings of Lafonia from Stanley 16th November 8th January middle of March from Montevideo 4th December 16th January towards end of March.

GOVERNOR.

DECODE.

91

TELEGRAM.

*From* The Secretary of State for the Colonies.

*To* His Excellency the Governor.

---

*Despatched*: 21st October, 19 32. *Time*: 13.50.

*Received*: 22nd October, 19 32. *Time*: 10.30.

Red 90

Unnumbered. Your No. 37 of 17th October please repeat all after "Stanley".

Secretary of State for the Colonies.

403/30.

92

DECODE.

TELEGRAM.

*From* His Excellency the Governor.

*To* The Secretary of State for the Colonies.

---

*Despatched* : 22nd October, 19 32. *Time* : 12.00

*Received* : ... 19 *Time* :

Red 91

Unnumbered. Your telegram of 21st October unnumbered following is repetition asked for 16th November 8th January middle of March from Montevideo 4th December 16th January towards end of March.

GOVERNOR.



94

MEMO.

From the Colonial Postmaster,  
Stanley.

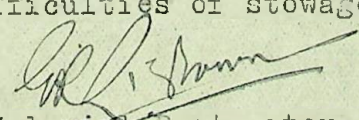
To The Honourable  
The Colonial Secretary.

26th April, 1933.

---

I have the honour to attach a copy of a letter sent to the Manager of the Falkland Islands Company, Ltd regarding the delay in the delivery of the Camp mail from Salvador waters and the West. Owing to this delay the returning camp mail had to be extended to close at 3 p.m. on Tuesday the 25th instead of Monday the 24th.

When I applied personally for the mail on Monday the 24th I found that it was impossible to get at it owing to a scow being stowed on the hatch. It would have taken an hour or more work to obtain delivery and as it was late I thought it better to leave the matter over until the following day when the mail was promised sharp at 8 a.m. As a matter of fact it did not arrive in the Post Office until 9 a.m. I appreciate the Company's difficulties as regards stowage but am of opinion that if the vessel arrives in hours when the mail can be worked the mail should be got out at all costs. There has been at least one occasion when the vessel has moved off to the hulk without delivering the mail owing to the same difficulties of stowage.

  
Colonial Postmaster.

(93)

FALKLAND ISLANDS.

Post Office,  
Stanley,  
26th April, 1933.


Sir,

I beg to draw your attention to a delay which occurred in the receipt of the mail which arrived from Salvador Waters and the West on Saturday evening the 22nd inst. The mail was not landed on Saturday and on Sunday the "Lafonia" left for Berkeley Sound returning on Monday evening. In consequence the mail was not obtained until Tuesday the 25th.

I shall be obliged if in future when it is required that the "Lafonia" should leave the Jetty before the mail is collected - as may at times happen when no intimation is given of her arrival outside the usual working hours - if you will kindly arrange to have the mail landed and warehoused until delivery is taken. On the occasion in question it was expected that this would have been done.

On some voyages it would appear that owing to stowage the mail cannot be taken from the locker until after the lapse of an hour or more. I shall be glad if you will consider what can be done to overcome a delay of this kind.

I am,  
Sir,  
Your obedient servant,

  
Colonial Postmaster.

The Manager of the Falkland Islands Company, Ltd.,  
Stanley.

● DECODE.

TELEGRAM.

From The Operator, Fox Bay W/T. Station.

To The Colonial Secretary

---

Despatched : 28th April, 19 33 Time : 1800

Received : 29th April, 19 33 Time : 1115.

SECRETARY

STANLEY

Following from westers understand west mail shipped Howard p.m. on 21st and which arrived Stanley p.m. on 22nd was not delivered to Post Office till 9 a.m. 25th this has caused a lot of inconvenience and trust you will take the matter up ends.

MYLES.

No. 403/30.

(It is requested that, in any reference to this minute the above Number and the date may be quoted.)

MINUTE.

29th April, 1933.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

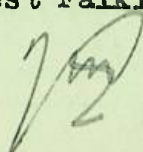
To The Colonial Postmaster,

STANLEY.

I am directed by the Governor to acknowledge the receipt of your Memo. of the 26th of April, 1933, on the subject of the delay in the delivery of the camp mail from Salvador waters and the West.

2. I am to say that His Excellency observes that your letter makes no reference as to the circumstances in which, apparently, no steps were taken to obtain the mail while s.s. "Lafonia" was in Stanley from 7 p.m. on Saturday, April 22nd, to 2 p.m. on Sunday, April 23rd.

3. I am to attach in this connection a copy of a telegram which has been received this day from the West Falkland farmers.

  
Colonial Secretary.

403/30.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				29/4/35.

To

WESTERS  
FOX BAY

Matter of delayed delivery of West Mail is already under enquiry stop Inconvenience caused is much regretted

Secretary

Time

DECODE.

403/30.

TELEGRAM.

*From* H. E. The Governor.

*To* The Secretary of State for the Colonies.

---

*Despatched:* 29th April. 19 33. *Time:* 1215.

*Received:* 19 *Time:*

No.18. Next sailing of Lafonia to Montevideo June 8th returning to Stanley about the end of June. Particulars of further sailings will follow shortly.

Governor.

COPY OF LETTER FROM THE FALKLAND ISLANDS COMPANY, LTD.

---

Stanley, 26th April, 1933.

Sir,

With reference to your letter dated 26th inst. When "Lafonia" arrives during such times as our Warehouse is closed, I would suggest that the Postal Department arranges to take delivery of mails direct from the vessel immediately on arrival at any time between 7.30 a.m. and 10 p.m.

With reference to oversteering of the mail room door this we think has only happened once and that on arrival of the vessel on Monday evening last and care will be taken to see that this does not occur again.

I am,

&c.

L. W. H. Young,  
Manager.

The Colonial Postmaster,  
Stanley.

Note. If I had arranged for the P. W. D. lorry to go for the mail on Monday evening instead of first going down myself the lorry would have had to wait two hours for the mail.



From the Colonial Postmaster,  
Stanley.

To the Honourable the  
Colonial Secretary,

1st May, 1933.

---

In reply to your memo of the 29th of April, 1933, I beg to report as follows:

The following is the sole advice from the Falkland Islands Company that I had regarding this mail:

B 17 18th April. Salvador Waters, Port Howard  
San Carlos, Port San Carlos, Stanley,  
Berkeley Sound, Stanley ... 24th April.

On Saturday the 22nd April I was not thinking about the Lafonia and it just did not occur to me that she would be coming back to Stanley on that day. The exchange did not inform me as usual when the "Lafonia" is reported and in consequence it was late on Saturday evening before I knew she was in the harbour.

I was at home and had not the itinerary in mind else I should have seen that the mail was got ashore. On Sunday I went to the office as is usually my custom after lunch. I then saw the itinerary and became aware that there was a possibility of the "Lafonia" moving out before Monday. I asked if the mail had been got ashore and was informed that the boat had left. When I heard that I concluded that the mail must have been landed and warehoused.

I consider that there was laxity on the part of the Company in not landing the mail or informing me that the boat was sailing. In a special case such as this it showed a great deal of indifference on their part to bring a mail into Stanley and go off with it before advising the Post Office. I am always accessible on the telephone and ready to make arrangements at all times for the prompt delivery of mails.

On a former occasion the vessel was at fault in the same way, moving off to the hulk without warning before the mails were put on shore. It would be a simple matter in such cases for the Company to give warning of what they intend doing.

I attach a copy of a letter from the Company suggesting that we should take delivery of the mail on each occasion the "Lafonia" arrives after 7 a.m. and before 10 p.m. It would appear to them better that we should turn out the Post Office staff and if need be the P. W. D. lorrymen rather than that their warehouseman should be disturbed.

When a mail arrives in normal working hours there is always someone there to receive it. Similarly there is always someone to receive a mail if it should arrive within a reasonable time on Saturday afternoon, that is if the mail can be worked and the letters given out. In my opinion it is a needless waste of overtime to collect a mail arriving late on Saturday night if it can be collected first thing on Monday morning as has been the practice with Camp mails in the past.

Briefly, my explanation is that if I had been warn

by/



P.S. Apart from all this: The advertised hour for closing the West mail was 4 p.m. on Monday evening. The mail from the west could not have in any case been delivered before 10 a.m. on Monday morning allowing the public from 10 a.m. to 4 p.m. on Monday to reply to their correspondence. At very considerable inconvenience in the Post Office the public were given exactly the same number of hours to reply to their correspondence on Tuesday, namely from 9 a.m. to 3 p.m. Therefore the people on the West can have no grounds for complaint. Rather the reverse as there was a full day extra to enable them to receive correspondence which did not ~~arrive~~ <sup>concern</sup> the inward mail.

*Handwritten initials*

by the Company in the first place that the "Lafonia" was expected on Saturday evening or in the second place by the Exchange that she was coming up the harbour I could have conveniently made arrangements for the mail to be got ashore, and worked that night. The next day being Sunday it did not appear to me necessary to hustle as I was confident that the mails would either be landed and warehoused or that the boat would not move out before I was informed - that is if it were intended that she should leave before normal hours on Monday morning.

The mail contract requires that the Company shall at all times punctually attend to the orders and directions of the Postmaster as to the mode time and place of landing delivering and receiving mails. It is surely an infringement of the spirit of this requirement that the vessel should have departed with mails before instructions as to their landing had been given, especially within hours when the Post Office was closed. The "Lafonia" does not always adhere to her itinerary and unless I am kept closely informed as to the dates of her arrivals and departures I cannot at all times ensure that the necessary instructions are given. In the first place I did not know the boat was coming in on Saturday and in the second place I did not know she was going out on Sunday.

With reference to the concluding paragraph of the Company's letter it is incorrect to say that this is the first instance that the mail has been overstowed. On a previous occasion the mail could not be got at on account of coal blocking the entrance to the locker.

As regards the complaint from the West it would be interesting to know what stations were inconvenienced and the extent of the inconvenience caused. Everything possible was done to minimise hardship caused by the delay in delivery. The Post Office staff worked until 9.30 at night on Monday in order to leave time for dealing with the West mail either that night or early on Tuesday morning. I went personally to collect the mail from the "Lafonia" when she arrived and it was then that I found that it was overstowed. In my opinion it is likely that it <sup>had been</sup> overstowed since the previous Saturday. All parcels, letters and papers handed in or posted up to 3 p.m. on Tuesday were cleared for the Camp - that is, the public had from 9 a.m. to 3 p.m. on Tuesday to reply to correspondence, execute orders, &c. On Tuesday after 3 p.m. there was not a letter or package addressed to Europe or the Camp remaining undespached in the Post Office. It is difficult to understand what ~~great~~ inconvenience could have been caused and I respectfully submit that steps should be taken to investigate the genuineness of this complaint.

*Handwritten signature*

1st May, 1953.

Colonial Postmaster.

MINUTE.

2nd May, 1933.

To

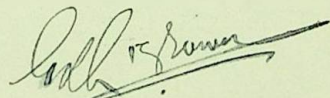
THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From The Colonial Postmaster,  
Stanley.

Further to my memo of yesterday's date regarding the complaint from the West regarding the delay in receipt of the "Lafonia" mail despatched from Port Howard on the 21st of April, I have the honour to suggest that a telegram in the following sense should be sent:

"Please state grounds for alleged inconvenience and mention a specific instance in which inconvenience was caused."

  
Colonial Postmaster.

No. 403/30.

(It is requested that, in any reference to this minute the above Number and the date may be quoted.)

MINUTE.

5th May, 19 33.

From

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

To The Colonial Postmaster,

STANLEY.

In reply to your memo. of the 1st of May, 1933, I am directed by the Governor to state that His Excellency holds you to be at fault in the matter of the delayed delivery of the mail brought to Stanley from the East and West Falklands by s.s. "Lafonia", in so much as you took no steps to ensure its delivery during the time the vessel was in Stanley from 7 p.m. on Saturday, the 22nd April, to 2 p.m. on Sunday, the 23rd April, 1933.

2. I am to call your attention to the provisions of section 11 of the mail contract reading as follows :-

"All mails . . . . . are to be delivered on the quayside to the Steamship by the Postmaster or other official appointed for the purpose and shall be delivered in like manner from the vessel to the Postmaster or other official appointed by him for the purpose . . . . .".

3. I am to add that as Colonial Postmaster, and as Harbour Master, it is your duty to keep yourself advised of the movements of s.s. "Lafonia".

Colonial Secretary.

107

MINUTE.

5th May, 1933.

19

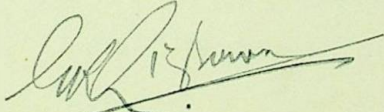
To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

From The Colonial Postmaster  
and Harbour Master.

With reference to your memo of the 5th of May, 1933 I have the honour to attach copies of letters I have addressed to the Falkland Islands Company, Limited, the Superintendent of Telegraphs and Telephones and the Operator in Charge of the Wireless Station.

  
Colonial Postmaster  
& Harbour Master,

FAKLAND ISLANDS.

Post Office,  
Stanley,

5th May, 1933.

Sir,

With reference to your letter of the 26th of April, I beg to inform you that arrangements have been made for the collection of any mail arriving by the s.s. "Lafonia" half an hour after arrival if that should occur between the hours of 7.30 a.m. and 10 p.m. on any day, Sundays and holidays included, and to ask you to have the mail landed on the quayside within the prescribed time. Should the "Lafonia" arrive between the hours of 10 p.m. and 7.30 a.m. I would ask you to arrange that the vessel should either remain at the Jetty until 8 a.m. following or until I am expressly informed.

I would also ask you to keep me closely informed regarding the arrivals of the "Lafonia" if such should take place outside the hours on which the Post Office is usually closed. Similarly I would ask you to give me due warning of any alterations in the sailings of the vessel. On the occasion of her last departure, scheduled for the 26th April, I was not advised that the sailing had been subsequently fixed for the 25th until I had verified from your office a report that had reached me by rumour.

I am,

Sir,

Your obedient servant,

G. R. L. Brown,  
Colonial Postmaster.

The Manager,  
The Falkland Islands Company, Ltd.,  
Stanley.

FAULKLAND ISLANDS.

Harbour Department,

Stanley,

5th May, 1933.

Sir,

With reference to the arrangements for reporting vessels, I beg to request that you will arrange that I should be informed immediately regarding all arrivals in Port William or vessels approaching the Light.

I shall be glad if you will make it clear that the instructions given in this connection relate to vessels returning from local voyages as well as to vessels from overseas.

I am,

Sir,

Your obedient servant,

G. R. L. Brown,

Harbour Master.

The Superintendent of Telegraphs & Telephones,

Stanley.

FALKLAND ISLANDS.

Harbour Department,

Stanley,

5th May, 1933.

Sir,

I beg to request that you will communicate to me punctually by telephone all information that may reach you regarding the movements of all vessels in the Colony, especially as regards probable dates and times of arrivals at Stanley and more especially with regard to the movements and arrivals of the s.s. "Lafonia."

I am,

Sir,

Your obedient servant,

G. R. L. Brown,

Harbour Master.

The Operator in Charge,

Stanley Wireless Station.

DECODE.

403/30.

TELEGRAM.

From H.E. The Governor.

To Secretary of State for the Colonies.

Despatched: 6th May. 19 33. Time: 1110.

Received: ... .. 19 Time:

No.20. My No.18, following are further sailings of Lafonia from Stanley 7th June, middle of August, middle of September, 20th November, from Montevideo 24th June, end of August, early in October, 5th December.

Governor.



109

DECODE.

TELEGRAM.

*From* Secretary of State for the Colonies.

*To* His Excellency the Governor.

*Despatched* : 16th May. 19 33 *Time* : 1235.

*Received* : 17th May. 19 33 *Time* : 1125.

Unnumbered. Your No.20. please repeat last two groups.

Secretary of State.

Red  
108

DECODE.

403/30.

110

TELEGRAM.

*From* His Excellency the Governor.

*To* Secretary of State for the Colonies.

---

*Despatched* : 17th May. 19 33. *Time* : 1145.

*Received* : ... .. 19 *Time* :

Red  
76/109

Unnumbered. Your telegram 16th May unnumbered following is repetition asked for 24th June, end of August, early in October, 5th December.

Governor.

(111)

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

## SENT.

Number	Office of Origin	Words	Handed in at	Date
			19.20.	22.6.33.
To	The Secretary of State.			
From	The Governor.			

No. 32. My telegram No. 20 sailings of Lafonia have now been modified as follows from Stanley 21st July, 30th August, 27th September, 24th November, from Montevideo 28th July, 8th September, 6th October, 1st December.

Governor.

Time

DECODE.

(112)

TELEGRAM.

*From* THE GOVERNOR.

*To* THE SECRETARY OF STATE.

---

*Despatched* : 19th September, 19 33. *Time* : 14.30

*Received* : 19 *Time* :

Red III. No. 48. My telegram No. 32. "Lafonia" will sail from Stanley  
17th November instead of 24th November and from Montevideo  
25th November instead of 1st December.

Governor.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENT FOR LLOYDS.

AGENTS FOR  
THE PACIFIC STEAM NAVIGATION COMPANY.

TELEGRAMS FLEETWING PORT STANLEY VIA RADIO.

29th December, 19 33.

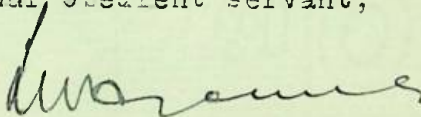
Sir,

With reference to Clause 3 of the second Schedule in the Mail Contract, the Baggage allowance for 1st Class passengers per s/s "Lafonia" will be increased from 20 to 36 cubic feet as from 1st January next, 3rd Class remaining at 10 cu.ft.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable,

The Colonial Secretary,

Stanley.

403/30.

2nd January,

35.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of and to thank you for your letter of the 29th of December, 1935, regarding the increase from 20 to 56 cubic feet in the Baggage allowance for first class passengers travelling by the s.s. "Lafonia".

I am,

Sir,

Your obedient servant,

*C.S.P.*  
for Colonial Secretary.

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.

DECODE.

TELEGRAM.

*From* The Governor. Falkland Islands.

*To* The Secretary of State.

---

*Despatched* : 3rd January, 19 34. *Time* : 15.30

*Received* : 19 *Time* :

No. 2. Following are proposed sailings of "Lafonia" from Stanley 5th January, 26th February, 12th April, 25th May, 6th July from Montevideo 12th January, 5th March, 20th April, 15th June, 27th July.

Governor.





DECODE.

117

TELEGRAM.

*From* H.E. THE GOVERNOR. STANLEY.

*To* THE SECRETARY OF STATE FOR THE COLONIES.

---

*Despatched* : 23rd April. 19 34. *Time* :

*Received* : ... .. 19 *Time* :

No.22. Next sailing of Lafonia for South Georgia 22nd June. Further sailings provisionally arranged for October 12th and December 7th.

Governor.

48



MERCHANT SHIPPING ACT

PART II., SECTIONS 13 & 14

-----

13. Any passenger steamer proceeding on a voyage within the home trade limits shall be exempt from the provisions of this Part of this Act, and the Board of Trade may by order exempt any passenger steamers proceeding on any other voyage specified in the order from all or any of the provisions of this Part of this Act according to the voyage on which they are proceeding, if the Board are of opinion that, having regard to the nature of the voyage, it is unnecessary or unreasonable that the provisions from which the steamers are exempted should be applied to the steamers during the voyage: but no such exemption shall be given in relation to any voyage in the course of which the steamer goes more than two hundred sea miles from the nearest coast.

14. For the purposes of this Part of the Act:-

A passenger steamer means a steamer which carries more than twelve passengers

119

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

MINUTE.

4th July

19 34.

From Ag. Shipping Master,

Stanley.

To

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

I have to bring to your notice that the S/S "Lafonia" has been acting in contravention of Part II of the M.S.A., which applies to this Colony under Ordinance No. 9 of 1909, in so far that the vessel has been carrying more than 12 passengers. The vessel is not of passenger construction and is therefore unable to comply with the provisions of the Act and in this connection I attach hereto, for your information, relevant extracts in regard to exemptions and the definition of "passenger steamer" for the purposes of the Act. The owners and master of the vessel leave themselves open to a heavy penalty for such contravention.

2.I/

211

2. I have addressed the Board of Trade on the matter.

3. Pending any ruling which His Excellency the Governor may be pleased to make in the matter I propose to apply to the Hon. Collector of Customs for the withholding of the vessel's clearance should the necessity arise.

4. The vessel is at present running under a foreign <sup>going</sup> agreement.

*Althorpe*  
Ag. Shipping Master.

(14)

PORT STANLEY,  
FALKLAND ISLANDS.

5<sup>th</sup> July. 1934

To the Hon Act Col. Secretary

Sir

at a Public meeting held by the Reform League, universal condemnation of our present mail service was expressed.

This matter has been under discussion several times, and not one voice has been heard in favour of it.

We know the present contract between H. M.'s Government, and the F. I. C. (Limited) has some time to run, and we trust the Government, will seriously consider before they renew the present contract which after much and diligent enquiries, seems to satisfy no one.

Understanding that the

PORT STANLEY,  
FALKLAND ISLANDS.

pending change. of Government  
Officials, will delay any change.  
in the Mail Service, we should  
at least welcome the opinion  
of the Government in the matter,  
and attention to any advice.  
on this subject, will be carefully  
considered.

I am, Sir,

Your obedient servant

Clement Harrison

(Sec. F.I. R. L.)

=====

403/30.

12th July,

34.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 5th of July, 1934, and to say that His Excellency finds himself unable to form an opinion in regard to the universal condemnation of the present mail service stated to have been expressed at a public meeting held by the Reform League in view of the fact that no mention is made in your letter of the reasons giving rise to such condemnation.

I am,

Sir,

Your obedient servant,

*m e H*

Acting Colonial Secretary

Mr. Clement Harrison,  
Honorary Secretary,  
Falkland Islands Reform League,  
STANLEY.

S.S. "IAFONIA"

PORTS OF CALL - 1932/3/4.

NAME OF PORT.	NUMBER OF CALLS.		
	1932.	1933.	1934.
ALBEMARLE.....	1	5	-
BEEAKER ISLAND.....	2	-	1
BLUFF COVE.....	-	-	1
BRENTON LOCH.....	1	1	2
BULL ROADS.....	3	5	5
CARCASS ISLAND.....	7	7	6
CHARTRES.....	7	14	8
DARWIN.....	6	8	8
DOUGLAS STATION.....	4	3	3
DUNMOSE HEAD.....	-	1	-
EGG HARBOUR.....	2	-	-
FEGEN INLET.....	1	1	7
FITZROY NORTH.....	5	6	5
FITZROY SOUTH.....	15	16	13
FOX BAY.....	1	1	1
GEORGE ISLAND.....	-	1	-
GRAVE COVE.....	10	7	10
HILL COVE.....	2	2	-
HORSESHOE BAY.....	2	3	4
JOHNSONS HARBOUR.....	-	1	-
KEPPEL.....	2	1	3
LIVELY ISLAND.....	-	2	-
MARE HARBOUR.....	1	1	-
MULLET CREEK.....	3	4	5
NEW ISLAND.....	6	6	6
NORTH ARM.....	-	1	-
OWEN ROAD.....	7	6	5
PEBBLE ISLAND.....	1	-	-
PIRATE CREEK.....	10	11	9
PORT HOWARD.....	3	4	3
PORT LOUIS NORTH.....	-	2	2
PORT LOUIS SOUTH.....	1	-	-
PORT PURVIS.....	7	5	5
PORT STEPHENS.....	5	9	6
RINCON GRANDE.....	-	-	1
RIVER ISLAND.....	7	5	5
ROY COVE.....	7	10	7
SALVADOR.....	7	12	10
SAN CARLOS NORTH.....	7	11	12
SAN CARLOS SOUTH.....	5	6	6
SAUNDERS ISLAND.....	7	7	4
SPEEDWELL ISLAND.....	4	5	5
SPRING POINT.....	1	1	1
SWAN ISLAND.....	9	8	9
TEAL INLET.....	1	-	-
TICKLE ISLAND.....	-	1	1
TYSSEN.....	7	5	7
WEST POINT ISLAND.....	1	-	-
WHITE ROCK.....	2	-	2
MAGALLANES.....	7	8	8
MONTEVIDEO (from Stanley).....	1	-	4
RIO GRANDE (from S. Brazil).....	1	-	4
RIO GRANDE (from Montevideo).....	-	-	4
PORTO ALEGRE (from Porto Alegre).....	-	-	3
PORTO ALEGRE (from Rio Grande).....	-	-	4
SOUTH GEORGIA.....	-	2	4
	191	215	215



# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" RADIO.

14th February, 1935.

Sir,

The Mail Contract between Government and this Company having now been in operation for more than three years it is opportune to review certain aspects of its working and I have the honour to enclose herewith a statement showing the calls made at the several ports by s.s. "Lafonia" during the years 1932, 1933 and 1934.

During these years voyages to Montevideo and to specified West Falkland ports have been made in accordance with the terms of the Mail Contract.

In addition to the contractual voyages to Montevideo additional voyages without subsidy were made to that Port in January 1933 and again in January 1934.

Since the present contract has been in force it has been possible for us to induce the Pacific Steam Navigation Company to grant the same freight rate on wool shipped from the Colony to London as from Magallanes to London whereas they had hitherto charged Falkland Islands wool at 10/- to 20/- per ton over and above the Magallanes rates.

Farmers have been enabled to get their produce to Market more expeditiously than heretofore. The quantity previously made available for the March and May Sales was about 4,000/4,500 bales wool/sheepskins. It is now possible to make about 5,600 bales available for these Sales.

The shipment of skins has also been expedited, Most Farmers have a quantity to ship in the Spring of the year,

The Honourable

The Colonial Secretary.

Stanley.

previously these had to wait the January wool vessel but they can now be shipped to London via Montevideo in November.

From the foregoing it will be seen that Farmers have derived a definite benefit from the existence of the Contract.

Further, it may be noted that a more frequent inter Island and Overseas mail service has been provided.

The supply of fresh provisions and fruit has much improved.

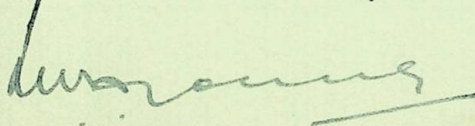
Passengers from or for places outside the Colony have been facilitated as the cancellation of the Pacific Steam Navigation Company's passenger and cargo vessels calls and the ceasing of whaling factories calls rendered it most difficult for such persons to travel.

Steady employment has been given to a number of men.

I am,

Sir,

your obedient servant,



Manager.

LY/MC.

405/30

20th February,

26  
35

Sir,

I am directed by the Governor to acknowledge with thanks the receipt of your letter dated the 14th of February, 1955, regarding the working of the Mail Contract between this Government and your Company, and forwarding a statement showing the calls made at the several ports by the s.s. "Lafonia" during the years 1952, 1953 and 1954.

I am,

Sir,

Your obedient servant.

hch

Colonial Secretary.

The Manager,

The Falkland Islands Company, Ltd.,

STANLEY.

COPY

16th October, 1934.

Sir,

With reference to our recent conversation I confirm that I am now quoting a flat rate on cargo ex United Kingdom shipped via Montevideo, for the Colony.

The rate is 40/- per ton (weight or measurement) and includes all expenses of transshipment at Montevideo, freight per "Lafonia" and landing at Port Stanley.

Government will be given 25% rebate (as per Mail Contract) on this rate - thus making it 30/- per ton to you.

Cargo booked under this arrangement must be shipped from United Kingdom by the vessel specified by us and in addition to your usual shipping marks must be marked

VIA MONTEVIDEO  
IN TRANSIT TO  
PORT STANLEY. F.I.

and must be consigned to Messrs Maclean & Stapledon, Montevideo to whom the relative documents must be sent.

Freight United Kingdom - Montevideo will be prepaid, Montevideo - Port Stanley will be collected here.

The specified vessel for "Lafonia's" next voyage Montevideo - Port Stanley is "Highland Princess" sailing from London on 10th November. There will probably also be a connection in January next with "Highland Monarch" sailing from London on 22nd December but I will confirm this later.

I give below current comparative rates on a few commodities.

The Director of Public Works,

Stanley.

P.S.N. rate plus  
primage 10% and  
landing charges.

Commodity.

River Plate Conference rate  
plus primage 10% plus  
"Lafonia" proportion, i.e.  
40/- less 25%.

51/-	Cement	43/9
67/6	Timber (planks and boards)	63/-
89/6	Drain Pipes	74/- (4") 79/6 (8")
67/6	Galvanized corrugated and flat sheets.	52/-
78/6	Lubricating Oils	60/3
67/6	Wire, iron or steel	54/9
78/6	Pipes and fittings (iron)	79/6

I shall be pleased to give you comparative rates  
for any other stores, if required.

I am,

Sir,

Your obedient servant,

(SGD) L. W. H. YOUNG.

Manager.

34

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley*

16th January, 1936

Sir,

With reference to our recent conversation regarding the renewal of the Mail Contract between Government and this Company, which expires on 4th October, 1936, we are prepared to renew it for a further period of five years on the same terms and conditions with a few minor amendments which are detailed below clause by clause.

Preamble and Clause 1. No change except in date.

Clause 2. To read - "The Company shall provide a steamship short particulars of which are set out in the first schedule thereto and shall maintain it in Lloyd's highest class, for the carriage etc.

Clause 3. No change.

Clause 4. To read - "The passenger fares freight rates for inter-island trade and between Magallanes Montevideo and the Colony charged by the Company shall not exceed those set out in the second schedule thereto and no increase shall be made in any of them except with the approval of the Governor".

This is necessary as certain rates have been reduced to a lower figure than that shewn in the present schedule, but we desire to keep the original rates defined as a maximum.

Clause 5. Add at the end - "But shall not apply to victualling charges incurred on voyages where

The Honourable,  
The Colonial Secretary,  
STANLEY.

/victualling

31

victualling is not included in the quoted fare".

This was agreed to verbally by the Colonial Secretary on 18th January, 1932.

Clauses 6,7,8,9,10. No Change.

Clause 11. We understand that Government consider it might be advisable if we undertook to collect and deliver mails at the Post Office in the Town Hall ex our, and also the Pacific Steam Navigation Company's vessels. We are prepared to discuss this but suggest it is a matter which need not be dealt with in this Agreement. It would suffice if letters were exchanged detailing whatever arrangement may be come to. In view of the negotiations going on it is suggested that an addition to this clause be inserted ~~XXXX~~ thus -

"Should the Government complete the necessary arrangements with the Uruguayan Government for the direct transfer of letters and parcels mail from certain specified vessels at Montevideo the Company shall receive such mail direct from the specified vessel and convey it to the Company's vessel at the Company's expense."

Clauses 12,13,14,15. No change.

Clause 16. To read - "These provisions shall become operative from 5th October, 1936, and shall remain in force during the currency of this Agreement."

Clause 17. No Change.

Clause 18. - Section 1. To read - "The Company shall arrange for the transhipment at Montevideo of all cargo ex United Kingdom which is to be carried by the steamship to the Colony on Government account. Transhipment expenses on cargo shipped from United Kingdom by vessels specified by the Company

shall be borne by the Company. Transshipment charges on cargo shipped by unspecified vessels shall be limited to the actual cost incurred by the Company."

This concession was made in October, 1934 - vide our letter dated 16th October to the Director of Public Works. (Copy enclosed).

Section 2. No change.

Clause 19. No change.

Clause 20. To read - "So long as this agreement is in force the Government shall pay to the Company in Stanley, or by mutual agreement in London by the Crown Agents on behalf of the Government".

We trust that you will approve of this modification. We have to pay for bunker coal and other stores in London, and it would be convenient at times if we could receive payment there.

Clause 21. No Change.

It would be of assistance if a time limit could be placed on the "prior claim to passenger accommodation", particularly for the April voyage to Montevideo and October voyage from Montevideo. We are, however, prepared to accept your decision in the matter.

Clause 22. No change.

Clause 23. We assume that the Agreement will be completed in Port Stanley, in which case - "or the Crown Agents or on any of them" will be deleted.

Clause 24. No Change.

Clause 25. No Change.

The First schedule above referred to.

The steamer shall comply with the requirements of "Lloyd's highest class and have suitable accommodation for a minimum of sixteen first class passengers in six cabins dining and smoke



29

room and eight third class passengers in open berths.

Dimensions. 165.8' x 32.7' x 11.7'

Cubic capacity about 30,000 cu.ft.

Gross tonnage 768

Net tonnage 344

Speed 10 knots.

The Second schedule above referred to.

No change, except that in Para. 5 - cargo rates - it is desired to specify a minimum rate of freight to or from Montevideo, Magallanes and Port Stanley. We therefore suggest that after "Kerosene and Petrol" be added -

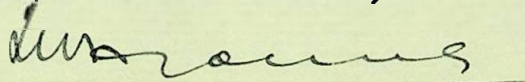
"Minimum rates of freight as for half ton weight or measurement".

We have not dealt with the question of a Mail Officer on intercoastal voyages as we think you will doubtless prefer to state your requirements.

I am,

Sir,

Your obedient servant,



Manager.

LY/AF.

(33)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley.*

17th January, 1936.

Sir,

The following shew the calls made by  
s.s. "Iafonia" at stations in the Colony (excluding  
Stanley), South Georgia and South America, since  
1932. -

1932	191 calls
1933	215 "
1934	215 "
1935	215 "

I am,

Sir,

Your obedient servant,

*W. J. ...*  
Manager.

The Honourable,

The Colonial Secretary,

Stanley.

LY/AF

403/30.

17th January,

36.

Sir,

Red 32.

I have the honour to acknowledge the receipt of your letter dated the 16th of January, 1936, regarding the mail contract between this Government and your Company, which expires on the 4th of October, 1936.

2. It is noted that your Company is prepared to renew the contract for a further period of five years, subject to certain minor amendments as detailed in your letter.

I am,

Sir,

Your obedient servant,

MCH

Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
STANLEY.

403/50.

17th January,

36.

Sir,

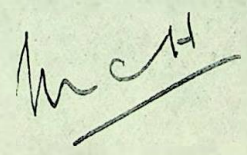
Red 33

I have the honour to acknowledge and to thank you for your letter dated the 17th of January, 1938, giving particulars of the number of calls at Stations in the Colony made by the s.s. "Lafonia" during the years 1932 to 1935.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
STANLEY

495/30.

31st January,

36.

CONFIDENTIAL.

Sir,

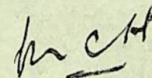
I am directed by the Governor to inform you that the Agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your information the accompanying copy of the Agreement (Gazette of 1st September, 1931,) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

2. I am to ask for any constructive suggestions you may wish to offer in respect of the new Agreement.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Honourable  
V. A. H. Biggs,  
STANLEY.

403/30.

31st January,

36.

CONFIDENTIAL.

Sir,

I am directed by the Governor to inform you that the Agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your information the accompanying copy of the Agreement (Gazette of 1st September, 1931, )together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

2. I am to ask for any constructive suggestions you may wish to offer in respect of the new Agreement.

I am,

Sir,

Your obedient servant,

*WCH*

Colonial Secretary.

The Honourable  
Norman Keith Memeron, J.P.,  
Port San Carlos,  
EAST FALKLAND.

403/30.

31st January,

36.

CONFIDENTIAL.

Sir,

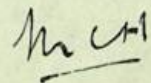
I am directed by the Governor to inform you that the Agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your information the accompanying copy of the Agreement (Gazette of 1st September, 1931,) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

2. I am to ask for any constructive suggestions you may wish to offer in respect of the new Agreement.

I am,

Sir,

Your obedient servant,



Colonial Secretary.

The Honourable  
 W. H. Luxton, J.P.,  
 Chartres,  
 WEST FALKLAND.

405/30.

31st January,

36.

CONFIDENTIAL.

Sir,

I am directed by the Governor to inform you that the Agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your information the accompanying copy of the Agreement (Gazette of 1st September, 1931,) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

2. I am to ask for any constructive suggestions you may wish to offer in respect of the new Agreement.

I am,

Sir,

Your obedient servant,

*MCH*

Colonial Secretary.

The Honourable  
G. Roberts, J.P.,  
STANLEY.



403/30.

31st January,

36.

CONFIDENTIAL.

Sir,

I am directed by the Governor to inform you that the Agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your information the accompanying copy of the Agreement (Gazette of 1st September, 1931) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

2. I am to ask for any constructive suggestions you may wish to offer in respect of the new Agreement.

I am,

Sir,

Your obedient servant,

*M. C. H.*

Colonial Secretary.

The Honourable  
 The Senior Medical Officer,  
 STANLEY.

41

403/30.

31st January,

36.

CONFIDENTIAL.

Sir,

I am directed by the Governor to inform you that the agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your information the accompanying copy of the Agreement (Gazette of 1st September, 1931,) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

2. I am to ask for any construction suggestions you may wish to offer in respect of the new Agreement.

I am,

Sir,

Your obedient servant,

*McInt*

Colonial Secretary.

The Honourable  
The Colonial Treasurer,  
STANLEY.

403/50.

51st January,

36.

CONFIDENTIAL.

Sir,

I am directed by the Governor to inform you that the Agreement for Mail Service &c., between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your observations the accompanying copy of the Agreement (Gazette of 1st September, 1931) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

I am,

Sir,

Your obedient servant,

*W. CH*

Colonial Secretary.

The Honourable  
A. R. Hoare, M.B.E.,  
STANLEY.

403/30.

31st January, 36.

CONFIDENTIAL.

Sir,

I am directed by the Governor to inform you that the Agreement for Mail Service between this Government and the Falkland Islands Co., Ltd., expires on the 4th of October, 1936, and to transmit for your observations the accompanying copy of the Agreement (Gazette of 1st September, 1931,) together with a copy of a letter from the Manager, Falkland Islands Co., Ltd., dated the 16th January, 1936.

I am,

Sir,

Your obedient servant,

*MCH*

Colonial Secretary.

The Honourable  
G. J. Felton, M.E.C.,  
Teal Inlet,  
EAST FALKLAND.

No.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

4<sup>th</sup> Feb 1936.

From

S. M. O.

To

THE COLONIAL SECRETARY,  
Stanley, Falkland Islands.

In answer to your letter dated 31<sup>st</sup> January 1936 re Agreement for the Mail Service to the Falkland Islands Co. I wish to ask the following questions:—

- 1 Does the s.s. "Lafonia" carry a passenger certificate?
- 2 Does the cabin accommodation amount to 36 clear feet superficial per passenger?
- 3 Is there no limit to the number of passengers she may carry? Apparently the smoke room, corridor & the stowage bunks are all used for first class passengers, when she is crowded.
- 4 ~~Is~~ Is she surveyed once a year?
- 5 Does Lloyd's highest class cover proper upkeep of all sanitary conveniences? The latrines are often in a bad state when she is overcrowded.

For the Shipping Master

6 During my various tours one hears continual complaints as to the high cost of freight. Do the freights not require revising for year to year during the five year contract?

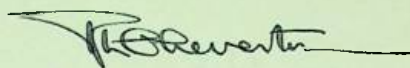
7 If it has been decided to make Fox Bay the only port of entry for vessels coming from outside the Colony & Dependencies would it not be advisable to insert such a clause.

in the contract.

8 No mention is made of the mail service to South Georgia

9 It is presumed that there is no alternative scheme to that in operation.

4-2-36,

  
S. N. O.

Hon. Col. Sec.

With reference to your letter  
N<sup>o</sup> 403/30 of 31<sup>st</sup> January 1936.

I have no comments to make  
on the proposed amended agreement.  
As far as the Government is concerned  
the conditions and rates are favourable.  
In the past much has been heard  
from local traders about high  
charges being made for cargo received  
by the "Lafonia", one hears that it  
is much dearer to ship via Monte-  
Vides than by direct P.S.N.C. cargo  
boat. It is said that this is due  
to transshipment charges at Monte  
and landing charges in Stanley.

I quote the case for information only  
I have no figures to quote and have  
no doubt that if the local traders have  
a grouse they will have made  
representations.

It seems to me that there is nothing  
to prevent local traders from shipping  
their goods by P.S.N.C. and refusing  
to ship by "Lafonia" in which  
case there is no point in their complaint

O. Roberts.  
6/2/36.

403/30

(16)

Stanley  
Halkland Isles  
~~~~~

8<sup>th</sup> Feb. 1936  
~~~~~

To the Hon. Ed. Secretary  
~~~~~

Sir,

Will the Government furnish the F.S.R. League, with a copy of the new mail contract as soon as possible.

The Public did not see a copy of the expiring agreement until it was signed, and great dis-satisfaction with the mail service is the result.

A copy of the new agreement is anxiously awaited, and we will feel much obliged if you will be able to place one in our hands in the coming week.

I am, Your obedient servant  
Llement Harrison  
(Sec. F.S.R. L.)



403/50.

11th February,

36.

Sir,

Red 46

With reference to your letter dated the 3th of February, 1936, I have to inform you that no new Mail Contract has yet been concluded.

2. If desired, a copy of the present Contract will be supplied.

I am,

Sir,

Your obedient servant,

hch

Colonial Secretary.

Mr. C. Harriscn,  
STANLEY.

403/30 P.M.

48



Stanley.

CONFIDENTIAL

14th February 1936

Sir,

I have the honour to acknowledge the receipt of your letter of the 31st January 1936, with enclosures, on the subject of the renewal of the agreement for mail services etc. between the Government and the Falkland Islands Company. I have read the documents and I beg to inform you that I have no observations to make in the matter.

I am, Sir,

Your obedient servant,

*A. Murray*

The Honourable  
The Colonial Secretary,  
Stanley.



(57)

The Treasury,  
Stanley, Falkland Islands,  
17th March, 1936.

CONFIDENTIAL.

The Honourable  
The Colonial Secretary,  
Stanley.

Subject:- Agreement for Mail service, &c.,  
between the Falkland Islands Govt.,  
and the Falkland Islands Co, Ltd.

Reference:- Your Confidential letter No. 403/30  
of the 31st January, 1936.

Sir,

I have the honour to refer to your letter under reference and to submit the following.

2. The freight rates as charged by the P.S.N.Co., and the Falkland Islands Co, Ltd., are given in red 11 of M.P. 151/35.

3. The approximate amount of Government cargo carried by the s.s. "Lafonia" during 1935 was 228 tons vide red 12 in M.P. 151/35. Taking this amount of cargo, the total freight value at Government rates amounts to £591--15s. If charges had been made at the ordinary rates paid by the public, freight and landing charges would have been £791--5s. In this respect Government rebate amounted to £199--10s, say £200 made up of £114 on freight, and £86 on landing charges. Landing charges are not paid on Government cargo.

4. The cost to Government of all passages during 1935 was £875 whereas the cost at public rates would have been £1,167. There is therefore a saving to Government, on passages, of £292.

5. If no discount had been provided it would have been necessary to include an additional £492 in the estimates of expenditure.

50.



6. In the past, subsidies were paid to other companies, the P.S.N.C. receiving £5,000 per annum and the Cosmos Company £2,500. In the case of the P.S.N.C., mails were received and despatched twice a month and in the case of the Cosmos Company, once every six weeks.

7. A most important matter seems to me to be the collection and export of the wool clip. If a subsidy was paid to another company other arrangements might be required for the collection of the wool clip at places other than Stanley, or we should still have to rely on the s.s. "Lafonia", but, in the event of a company other than the Falkland Islands Co being subsidized, the Falkland Islands Co., would no doubt find it necessary to increase their freight rates within the Colony.

8. I have gone through the suggested amendments to the original agreement and only wish to offer a comment on clause 21 which relates to the prior claim of Government to passenger accomodation. On my journey to the Colony I was allocated a very small cabin for myself, my wife and my daughter. It was the worst accomodation I have ever been offered in any steamer. There wasn't a single cupboard in the cabin and the only facility for hanging clothes was one coat-hook. The cabin was so small that I spent the first night in a shelter on the boat-deck, and, for the remaining three nights on the voyage, I slept on a settee in a public passage way. There were 28 passengers on board. The ship was originally intended to provide suitable accomodation for twelve first-class passengers and now it is stated that the steamer shall have accomodation for a minimum of sixteen first-class passengers in six cabins, dining and smoke-room, and

/eight



eight third-class passengers in open berths.

The increased cabin accomodation is only possible by curtailing other accomodation.

I doubt very much if a time limit placed on the prior claim to passenger accomodation would relieve the situation as in my own case my passage must have been booked at least two months before the date of sailing, and it is doubtful if a placing of a time limit for the booking of other passages, which would also be necessary, would be satisfactory.

9. The ship's Officers did all they could and had difficulty in accomodating the passengers on the voyage to which I have referred. Indeed, had they refused some of the passages on that occasion, it would have resulted in several people being detained in Monte Video for a period of about six weeks.

10. Apart from the question of accomodation, the present arrangement is undoubtedly the most economical in every way and the Falkland Islands Company do render excellent service to the Colony.

11. I am in favour of renewing the agreement for a further period but would suggest that the Company be approached with a view to providing a more suitable vessel. Perhaps assistance could be obtained from the Colonial Development Fund in the way of a loan free of interest, for a period of years.

I have the honour to be,

Sir,

Your obedient servant,

Treasurer.

(copy)

574

Mercantile Marine Department,  
Board of Trade,  
Great George Street,  
Westminster, S.W.1.  
20th September, 1934.

Sir,

With reference to your letter of the 12th June, 1934, regarding the carriage of more than 12 passengers on the s.s. "Lafonia", I am directed by the Board of Trade to state that under Section 271 of the Merchant Shipping Act, 1894, read in conjunction with Section 267, as subsequently amended, the only vessels required to hold a passenger certificate issued by the Board of Trade, or a passenger certificate recognised by the Board of Trade, are steamships, British and foreign, carrying more than 12 passengers to, from or between any places in the United Kingdom. No action can, therefore, be taken under the Sections of the Merchant Shipping Acts quoted above against the owner or master of the "Lafonia" for failure to hold a Board of Trade Passenger Certificate when carrying more than 12 passengers on a voyage not including a port in the United Kingdom.

With regard to your inquiry as to the Sections of the Principal Act which apply to vessels registered in the Falkland Islands, irrespective of local legislation, I am to state that the position is as follows:-

The whole of Part I of the Act relating to the registry of ships applies to the Falkland Islands as it does to all Crown Colonies. Part II (Masters and Seamen) applies by reason of its extension to the Falkland Islands under Ordinance No. 9 of 1909. Of Part III those Sections dealing with the survey of passenger steamers, viz., Sections 271 to 288 apply only to vessels registered in the Falkland Islands when such vessels carry more than 12 pass-

-engers on a voyage including a place in the United Kingdom.

The Sections dealing with emigrant ships, viz., 289 to 363, will in general apply to any ship registered in the Falkland Islands which is an emigrant ship within the meaning of Section 268 (as amended by Section 14 of the Merchant Shipping Act, 1906), and which carries emigrants on a "colonial" voyage, which is defined under Section 270 as a voyage from any port in a British Possession, other than British India and Hong Kong to any port whatever where the distance between such ports exceeds 400 miles, or the duration of the voyage, as determined under Part III of the Act, exceeds three days. Such ships will, however, in any case not be subject to the provisions of Sections 309, 310, 320, to 324, 341 to 352 and 361 (see Section 365). Further-more, if the length of the "colonial" voyage is less than three weeks such ships will not be subject to the regulations as to the accomodation of steerage passengers (see Section 17 of the Merchant Shipping Act, 1906) or to the provisions of Sections 303 to 305 and Section 327, and in addition, the enactments relating to the issue of provisions (Sections 298) will not apply except in so far as they relate to the issue of water in the case of any steerage passenger who has contracted to furnish his own provisions.

The provisions of Part V, as amended by subsequent legislation, in general apply to all British ships wherever registered, but, as you are doubtless aware, Sections 437 to 445 have been repealed by the Merchant Shipping (Safety and load line Conventions) Act, 1932, Part II of which, dealing with Load Line, does not apply to the Falkland Islands.

Part VI of the 1894 Act does not appear to be generally applicable, but Section 478 dealing with enquiries into shipping casualties and the conduct of officers does apply to the Falkland Islands.

Part VIII of the Act (relating to the liability of shipowners) also applies by reason of Section 509, but Part IX (wreck and salvage) does not apply except for Section 523 dealing with the right of the Crown to unclaimed wreck found in any part of His Majesty's Dominions.

Part XI of the Act (Lighthouses) does not at present apply to the Falkland Islands, though Sections 670 to 675 might apply in certain circumstances.

As regards Part XII of the Act, Section 676(1)(c) which relates to the disposal of unclaimed property of deceased seamen is dealt with in Part II of the Act and is therefore covered by Ordinance No.9 of 1909. Part XIII applies by reason of Section 712 of the Act, and Part XIV, which contains definitions and supplemental provisions, appears to apply to the Falkland Islands in so far as the context is applicable. In this connection I am to draw your attention to Section 735 which by empowering the Legislature of any British possession to repeal, subject to certain conditions any provisions of the Act, seems to imply that the Act generally, in so far as it is applicable and except where otherwise expressly stated, applies to British Possessions.

The following Parts of the Act do not apply to the Falkland Islands.

Part IV  
Part VII and  
Part X,

(since repealed by the Pilotage Act, 1913).

I am, Sir,

Your obedient servant,

(Sgd.) R.V.Stcadland.



403/30

55

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

4th April, 1936.

Sir,

With further reference to my letter dated 16th January last, regarding the renewal of the Mail Agreement between Government and this Company, which expires on 4th October, 1936, I hereby give six months notice of the termination of the present agreement on that date.

I am,

Sir,

Your obedient servant,



Manager.

The Honourable;

The Colonial Secretary,

STANLEY.

LY/AF.

The Chartres

West Falkland

March 7th 1936

Sir

Red 35

I am in receipt of your letter dated January 31st. No 403/30.

Landing stering and freight charges to West Falkland I consider are to high, we pay 25/- for landing and stering our cargo per ten, and 48/4 freight, from the time it leaves the Pacific Steam Navigation steamer until landed on the farm the charges are higher than from the United Kingdom to Stanley, with high freights and charges like this it is impessible to spend as much on the farms as people would like to do, and by improving the farms it means giving more employment, I understand the Pacific Steam Navigation pay for the cargo being discharged into the lighters, residents of Stanley pay 15/- per ten for large or small impertatations, 10/- more a ton to Farmers or camp residents, for landing stering and transhipping seems to me to be excessive.

2. I think the passages to and from West Falkland are also ~~too~~ to high, if we have to get a married man from Stanley it is a big expense, or to send one to Stanley, the same applies to single men very often the victualling nearly amounts to the passage, of course this entirley depends if the ship calls at a number of Ports before reaching the West Falkland, I think in the case of family's <sup>a</sup> there might be a reduction, more especially if they are paying their own fare.

3. I consider the "Lafonia" far to small for the amount of passengers she carried from Monte Video to Stanley last October, what would have happened if there had been no Pacific Steam

Navigation Co cargo beat, how would people have got back to the Islands, as mostly everybody wants to come at the same time.

I think if it could be arranged for a passenger beat to call at Stanley homeward say the end of April, and another outward say the middle of September, I think this should receive the support of the Government and the Farmers.

We have not much to complain about as regards mails, for a small ship like "Lafenia" she keeps to her itinerary which the Manager deserves the greatest credit for.

I am,

Sir,

Your obedient servant,

*W. V. V. V.*

The Honourable

Colonial Secretary

Stanley

COPY OF LETTER SENT TO MANAGER, FALKLAND ISLANDS COMPANY, LIMITED, DATED THE 13TH OF APRIL, 1936.

C/6/36

Red 55

Sir,

With reference to your letter of the 4th of April, 1936, and to previous correspondence on the subject of the renewal of the Mail Contract between the Colonial Government and the Falkland Islands Company, Limited, I am directed by the Governor to inform you that this Government is prepared to enter into a draft agreement undertaking to renew the present contract subject to minor modifications and that in the event of your Company replacing the s.s. "Lafonia" by a larger vessel the maximum amount of subsidy which the Government would be willing to pay for the service would be £5,200.

2. The approval of the Government herein is given subject to the covering sanction of the Secretary of State.

I am,

Sir,

Your obedient servant,

(Sgd.) A. I. Fleuret,

for Colonial Secretary.

26. SHOULD the Company substitute a larger vessel (of not less than 1,400 g.r.t. with cabin accommodation for 36 passengers) for s.s. "Lafonia", during the currency of this Agreement the Government agrees to increase the mail subsidy to a maximum of £5,200 per annum on condition that the vessel makes 12 round voyages to Montevideo and 2 round voyages to South Georgia per annum.

403/30.

1st May,

36.

Sir,

With reference to our recent conversation regarding the Mail Contract between the Colonial Government and the Falkland Islands Company, Limited, I am directed by the Governor to inform you that His Excellency approves of the insertion in the new agreement of an additional Clause (26) relating to the substitution of a larger vessel on the understanding that the approval of the Government herein is given subject to the covering sanction of the Secretary of State.

I am,

Sir,

Your obedient servant,

Acting Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
STANLEY

403/30.

4th May,

36.

Sir,

I am directed to forward to you for your observations an extract from a letter which has been received from the Honourable W. H. Luxton, regarding freight charges and passages to the West Falkland by the s.s. "Lafonia".

I am,

Sir,

Your obedient servant,

Acting Colonial Secretary.

The Manager,  
The Falkland Islands Co., Ltd.,  
STANLEY.

403/30

(62)

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

*Stanley*

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

4th May,

1936.

Sir,

PARCELS RATES PER S.S. "LAFONIA"  
PORT TO PORT.

-----

I propose to reduce these to 1d per lb.  
with a minimum of 1/- per parcel. This will only  
apply port to port and not to and from Stanley.  
Favourable rates are quoted for this latter traffic  
in parcels post.

This is for your information.

I am,

Sir,

Your obedient servant,

*[Handwritten Signature]*

Manager.

The Honourable,

The Colonial Secretary,

Stanley.



63

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

*Stanley*

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

5th May, 1936.

Sir,

With reference to your letter No. 403/30 dated 4th instant and its enclosure -

*See enclosure*

2. PARA. 1. The charge of 25/- per ton weight/measurement not only covers landing, storing and reshipping charges but also includes all services usually carried out by clearing and forwarding Agents elsewhere (and in view of local conditions I do not consider the charge made is excessive.)

Producers doubtless know the cost of landing and warehousing wool and skins in London, which provides a ready comparison.

*I believe this is the best of charges*

3. (PARA 2. PASSAGES. This matter) can only be dealt with satisfactorily when accommodation for women and children can be provided in the lower class. This is not possible in a vessel of the size of s.s. "Lafonia". (I am, however, considering a proposal whereby a reduction of 10% would be made in fares for families paying 3 full fares and 15% for four full fares.

*consideration is being given for a proposal*

I am,

Sir,

your obedient servant,

*[Handwritten Signature]*

Manager.

The Honourable

The Colonial Secretary.

Stanley.

6A

Port San Carlos,  
Falkland Islands, S.A.

TELEGRAPHIC ADDRESS  
"CARLOS, PORTSTANLEY"

April 26 1936

The Hon. The Colonial Secretary,  
PORT STANLEY.

Sir,

I have to acknowledge receipt of your letter 403/30 of January 31st. containing a copy of the Agreement for Mail Service between the Government and the Falkland Islands Co. together with a copy of a letter from the Manager of the Falkland Islands Co. with reference to the renewal of the Agreement in October next.

I have no constructive suggestions to offer with respect to the new Agreement, but I would like to take advantage of this opportunity to suggest that, since under existing conditions there seems to be no escape for the Colony from burdensome freights and inadequate communications, the question might be explored as to whether the Falkland Islands Co. alone could be encouraged to provide the Colony with a better service in these respects than they do at present in co-operation or competition with the P.S.N.Co.

I am,

Sir,

Your obedient servant,

*N. Keith Cameron.*

65

No. 403/30

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

14th July, 1937.

To The Colonial Postmaster,

Stanley.

~~St. Helena, Falkland Islands.~~

From The Hon. Colonial Secretary,

Stanley.

slct  
11

I attach herewith an extract from a minute from the Hon. Colonial Treasurer for your information and for the favour of any comments you may desire to make.

*JS*

Acting Colonial Secretary,

Mrs. L. Jackson.

Port Stephens.

---

---

Confidential

(66)

MI UTE.

From The Colonial Postmaster,  
Stanley.

To The Honourable,  
The Colonial Secretary,  
Stanley.

With reference to your minute No. 403/30 of the 14th July, 1937, I have these comments to make:-

The Mail Officer has certainly no work until he reaches a port which are within a few hours run of each other. Mr. O'Sullivan informed me that he has done business to the amount of £50 at a Station. It is not so much the work as the safe-guarding of mails.

The outgoing mails are sealed - the incoming mails are not sealed and it is in the latter mails that theft occurs when a Mail Officer is not there.

The interinsular mails are handled carelessly by the Ships. For instance on one trip when the Mail Officer was not there two bags of mail, one from San Carlos and the other from North Arm, were thrown into a cabin. Later, when the Great Britain mail was put aboard these bags were handed to the Mail Officer. As they contained Money Orders these camp mails had to be brought back to the Office, dealt with and returned to the Ship for the Home Mail.

The next instance I did not report, Port Stephens mail was brought to Stanley and carried back to the West then delivered on the second trip in here. This is what happens when a Mail Officer is not present. The mail is only a secondary consideration with the Falkland Islands Company, Ltd.

Attached is a letter found in the mail room and handed to the Mail Officer - apparently it contained no money so was left alone.

As Postal Orders are in the custody of the Postmaster and will have to bear a postmark I am certainly adverse to a date-stamp of any kind being handled by an employee of the Falkland Island Company, Ltd.,. This will never do when stamp collecting is soaring so high.

Money Orders bear the name of the Payee and the Remitter, and it is doubtful if the scheme would be supported by the Camp residents.

A person handling these Monies must be under a bond and ought to have a licence even to sell stamps.

The Mail Officer also delivers a large number of C.O.D. parcels for the camps. Some time ago the Falkland Islands Company, Ltd., made the recipients of C.O.D. parcels pay an extra commission on the money paid in cheque through their Office. Surely this is evidence itself of securing trade monopoly.

Last mail, I needed the Mail Officer to assist me but several telephones calls came through from the East camps to know if a Mail Officer could be sent on that trip.

To be candid I do not want the Falkland Islands Company, Ltd., to handle Money and Postal Orders or Parcel Post but if you wish to abolish the Post of Mail Officer I am willing to agree with you.

MC P.M.  
17/7/37

MINUTE.19<sup>th</sup> July, 1937.~~MEMO~~ To

From

Colonial Postmaster,  
Stanley.The Hon. Colonial Secretary,  
Stanley.

---

With reference to your minute dated the 19th July, on the subject of the retention of the post of Mail Officer, I am directed by the Acting Governor to inform you that in view of the circumstances explained in your minute under reference the appointment of Mail Officer will be continued.

2. His Excellency has asked me to state however that the duties performed are not sufficient to keep an Officer in full time employment and that some arrangements should be made whereby the Officer serving in the post could assist in another Department when not required for Postal duties as he would thus gain experience and further training. I am to ask therefore that you will be good enough to furnish any suggestions you may wish to offer.



for. Acting Colonial Secretary.

No.

MINUTE.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted.)

6th August, 19 37.

From

To The Honourable.

The Colonial Postmaster.

The Colonial Secretary.

Stanley.

Stanley.

With reference to your minute regarding the full time employment of the Mail Officer I am willing to let him assist in another Department when not required for Postal duties.

At present, he is helping me with the stamp letter orders and as soon as these are packed he will be free for duties elsewhere.

If at any time there is a pressure of work in the Post Office I should like him to come and assist when required by me.

*Mc. P.M.*



No. 403/30.

(It is requested that, in any reference to this minute, the above Number and the date may be quoted).

MINUTE.

9th August, 19 37.

From The Colonial Secretary,

STANLEY.

Stanley, Falkland Islands.

To The Colonial Postmaster,

STANLEY.

*Revised*

With reference to your minute of the 6th of August, 1937, I am directed to inform you that the services of Mr. H. Bennett, Mail Officer, should be made available to the Supervisor, Electrical & Telegraphs Department, when he is not engaged on Mail duties and I shall be glad if you will arrange accordingly.

*[Signature]*

ACTING COLONIAL SECRETARY.

1403/30.

DATED 1st May 1931

F A L K L A N D I S L A N D S

THE CROWN AGENTS FOR THE COLONIES

- and -

THE FALKLAND ISLANDS COMPANY LIMITED

---

Copy

A G R E E M E N T

- for -

mails service &c.

---

Burchells,  
5, The Sanctuary,  
Westminster,  
S.W.1.

F A L K L A N D I S L A N D S

*This Indenture*

made this First  
day of May One

thousand nine hundred and thirty one B E T W E E N THE  
CROWN AGENTS FOR THE COLONIES, London (hereinafter called  
"the Crown Agents") acting on behalf of the Government of  
the Falkland Islands (hereinafter called "the Government")  
of the one part and THE FALKLAND ISLANDS COMPANY LIMITED  
whose Registered Office is situate at 61 Gracechurch Street  
in the City of London (hereinafter called "the Company")  
of the other part W H E R E A S the Government is  
desirous of providing for the transmission of mails  
passengers and freight within the home trade limits of the  
Colony, the collection of produce and the transit of mails  
passengers and freight within and between the Colony and  
the mainland of South America upon the terms hereinafter  
appearing which terms are acceptable to the Government  
N O W THESE PRESENTS W I T N E S S AND IT IS HEREBY  
AGREED AND DECLARED by and between the parties hereto as  
follows that is to say

1. IN this Agreement the following expressions shall  
have the following meanings:

"The Colony" means the Colony of the Falkland  
Islands "The Governor" means the Officer administering  
the Government of the Colony or the Colonial  
Secretary acting on his behalf.

"The Postmaster" means the officer for the time  
being exercising the function of that Office.

2. THE Company shall at their own expense cause to be  
constructed in the United Kingdom a steamship short  
particulars of which are set out in the First Schedule

hereto and shall maintain it in Lloyds' highest class so that the same may be placed in service in the year One thousand nine hundred and thirty two for the carriage of mails passengers and freight between the Colony and Montevideo Uruguay and between the several parts of the Colony and generally to provide transport facilities for farm settlements in the Colony to enable shipment of produce to home markets to be effected. Provided that should the Steamship become a total wreck or be rendered wholly unseaworthy owing to circumstances not within the Company's control this Agreement shall forthwith be terminated.

3. THE Steamship shall be properly found in all respects and capable of carrying not less than twelve saloon passengers with reasonable comfort and shall at all times be supplied and furnished with whatever may be requisite and necessary for rendering the Steamship having regard to the nature thereof constantly efficient for the services hereby contracted to be performed and shall also be manned with a proper and efficient crew of officers engineers and seamen. The Steamship shall be fitted with wireless telegraphy apparatus having an effective range of not less than five hundred miles under normal working conditions.

4. THE passenger fares and freight rates for inter-island trade and between Magellanes, Montevideo and the Colony as now charged by the Company shall be the maximum and no increase shall be made in any of them except with the approval of the Governor. All such fares and freight rates are more particularly set out in the Second Schedule hereto.

5. THE Company shall allow the Government a rebate of twenty five per centum of all cargo and passenger rates chargeable on all bona fide Government traffic carried by the vessel or any substitute or substitutes approved by the

Governor. This rebate shall apply to inter-island voyages and voyages to and from the South American Continent.

6. THE Company shall not charge the Government any Landing Charges at Port Stanley on the cargo referred to in the last preceding clause hereof.

7. THE Government agrees that no charge shall be made to the Company by way of any Port Tonnage, wharfage or light dues in respect of the Steamship for entering in or clearing from or for using or being in any Harbour within the Colony during the continuance of this Agreement.

8. THE Company shall further charge the Government the reduced rate of Twelve shillings and sixpence per ton as Landing Charges on cargo received at Port Stanley ex any vessels belonging to the Pacific Steam Navigation Company and consigned to the Government instead of the current rate of Fifteen shillings per ton, (or in proportion if the current rate is reduced, but in no case more than Twelve shillings and sixpence per ton).

9. IN consideration of the payments hereinafter mentioned the Company shall convey free of any charge whatever to the Government on any voyage made for the Government under this Agreement from any Port and to any Port included in the Itinerary of such voyage all mails both letter mails and parcel mails which the Governor through the Postmaster may desire so to be conveyed.

10. THE Company shall as hereinafter mentioned provide at its own cost a convenient and proper place or places of deposit on board the Steamship for the safe keeping of the aforesaid mails and in particular the letter mails shall be placed under secure lock and key and shall be cleared by an officer of the Post Office or other person authorised to such effect by the Governor upon the arrival of the Steamship

at a port of call within the Colony and by some officer duly authorised to such effect upon the arrival of the Steamship at Montevideo or other foreign port of call and the Company shall also provide a suitable boat properly manned and equipped and whatever else may be necessary for the safe embarkation and disembarkation of the same mails and shall defray all charges for the immediate taking on board and landing of the same mails.

11. ALL mails carried under this Agreement are to be delivered on the quayside nearest adjacent to the Steamship by the Postmaster or other official appointed for the purpose and shall be delivered in like manner from the vessel to the Postmaster or other official appointed by him for the purpose and the Master of the Steamship shall without any charge to the Government other than that otherwise provided in this Agreement to be paid to the Company take due care of and the Company shall be responsible for the receipt safe custody and delivery of the mails as aforesaid and the Master of the Steamship shall make such Declaration as shall be required by the Postmaster or his officers or Agents or by the proper Authority at Montevideo or other foreign ports and shall furnish such journals returns and information and perform such services as may be required by the Postmaster or his officers or Agents or by the proper Authority at Montevideo or other foreign port and the Master shall on arrival at any of the said places of the Steamship either himself or by some competent person deliver all mails for such place into the hands of the Postmaster or other person authorised to receive them and shall receive in like manner all the return or other mails to be forwarded in due course.

12. THE Company shall be responsible for the loss or damage

*This does not work well. The Post office has a small staff and very often difficulty is experienced in getting the mail.*

of any parcel or of any Registered postal packet of any kind conveyed or tendered for conveyance under this Agreement (unless such loss or damage be caused or occasioned by act of God the King's enemies pirates restraints of Princes, rulers or people jettison barratry fire collision or perils or accidents of the seas rivers and steam navigation) and in the event of any such loss or damage (except as aforesaid) the Company shall be liable to pay to the Postmaster in respect of each parcel or Registered postal packet so lost or damaged (subject to the proviso hereinafter contained) such sum of money as shall be equal to the amount which may have been awarded and paid by the Postmaster at his sole option and discretion (and although not under legal obligation) to the sender or addressee of such parcel or Registered postal packet as compensation for the loss or damage thereof provided that such sum shall not in any one case exceed One pound per parcel or Two pounds per registered postal packet.

13. THE Company shall not nor shall the Master of the Steamship receive or permit to be received on board the Steamship any letters for conveyance other than those contained in His Majesty's mails.

14. THE Company and the Master of the Steamship and all Agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster his officers or Agents or the proper Authority at Montevideo or other foreign port as to the mode time and place of landing delivering and receiving mails Provided always that such orders and directions shall be in conformity with the provisions of this Agreement.

15. THE Company shall not carry nor permit to be carried in the Steamship any nitro-glycerine or any other substance

or articles which in the opinion of the Government shall be dangerous except with the permission of the Governor.

16. THESE provisions shall become operative from the date of arrival of the said vessel at Port Stanley for trading (or from the date the said vessel leaves the United Kingdom provided she carries a letter and parcel mail therefrom) and shall remain in force during the currency of this Agreement.

17. (i) THE steamship shall make such voyages from Stanley to Montevideo and return as the Government may require not exceeding five voyages each way in any one year and shall call at Fox Bay on the West Falkland on any voyage if so required by the Government. The dates of these voyages shall be fixed by the Government after consultation with the Company, except that between the Fifteenth of December and the Fifteenth of March in every year such dates shall not be fixed without the consent of the Company and shall not at any time be fixed so as to interfere with the inter-insular voyages for the collection of the wool clip.

(ii) The steamship shall make not less than twelve calls in every year at a principal port on the main West Falkland Island in the course of separate voyages and in addition to the calls at Fox Bay provided for in the preceding sub-clause. The term principal port shall be taken to mean any one of the following places, videlicet, Fox Bay, Port Howard, Chartres and Hill Cove.

(iii) Additional voyages to Montevideo or voyages to other places on the South American continent or to the Dependencies shall be the subject of special arrangement between the Government and the Company but the Company shall be at liberty to make such voyages on its own account and at its own expense.



18. (i) THE Company shall arrange the transshipment at Montevideo of all cement, coal, timber, petrol, kerosene, gas-oil, fuel-oil and lubricating-oil, which is to be carried by the steamship to the Colony on Government account, and shall charge for this service only the actual cost incurred by the Company. This provision shall apply also to general Government cargo as far as practicable.

(ii) The Company shall also give the Government free of charge the benefit of its experience in purchasing supplies in South American markets.

19. THE Company shall if required by the Government carry a Government mail officer on both the outward and return voyages between Port Stanley and Montevideo free of charge

20. SO long as this Agreement is in force the Government shall pay to the Company in Stanley the sum of Two thousand five hundred pounds per annum in equal quarterly payments of Six hundred and twenty five pounds subject however to the following provisions namely :-

(a) where this Agreement has been in force for a portion only of the preceding quarter the sum paid shall be a corresponding proportion of Six hundred and twenty five pounds, and (b) an abatement at the rate of Five hundred pounds per return voyage or of Two hundred and fifty pounds per single voyage shall be made in respect of any of the five return voyages specified in clause 17 (i) hereof which the Company may be unable from any cause to perform or on which it may be unable from any cause to carry mails, passengers and cargo in accordance with the provisions of this Agreement.

21. THE Government shall have a prior claim to passenger accommodation or cargo space in the Steamship when engaged in any voyage under this Agreement whether such passenger accommodation or cargo space is provided on payment or free

of charge in accordance with the terms of this Agreement.

22. IN the event of any breach of this Agreement by the Company or failure on the part of the Company fully to carry out the terms stipulations or provisions hereof (unless the Company shall prove to the satisfaction of the Governor that such breach or failure arose solely from a cause or causes beyond the control of the Company and the servants of the Company) the Company shall be liable by way of penalty and not as liquidated damages for any such breach or failure to pay to the Government such a sum not exceeding £5. 0. 0 (Five pounds sterling) as the Governor shall determine and if such breach or failure shall continue to a further penalty of £5. 0. 0 (Five pounds sterling) for every day during which such breach or failure may continue and should there be any repetition of such breaches or failures or any breach or failure on the part of the Company as in the opinion of the Governor to render such a course desirable the Government may by giving to the Company notice in writing forthwith determine this Agreement but without prejudice to the rights or remedies of the Government in respect of any antecedent breach of this Agreement by the Company and nothing herein contained shall prevent the Government in the event of such breach or failure from making such other arrangements as shall seem to the Government fit for the despatch and carriage of the aforesaid mails and passengers by some other vessel or vessels and from bringing an action for damages against the Company instead of recovering a penalty under this Clause.

23. NOTHING in this Agreement shall be deemed to or shall impose any personal liability on the Governor or the Crown Agents or on any of them or on any member or officer of the Government.

24. THE Government shall not be liable for any loss or damage whatever which may be sustained by the Company in consequence of the employment of the Steamship on any of the services contracted to be performed under this Agreement.

25. THIS Agreement shall continue in force for a period of five years from the date mentioned in Clause 16 hereof and shall continue thereafter on the same terms until either party gives to the other six months written notice at any time to determine the same

I N WITNESS whereof Sir Henry Charles Miller Lambert one of the Crown Agents for the Colonies has hereunto set his hand and seal and Edward Benedict Goddard on behalf of the Falkland Islands Company has hereunto set his hand and seal the day and year first above written

SIGNED SEALED and DELIVERED )  
by Sir Henry Charles Miller )  
Lambert one of the Crown )  
Agents for the Colonies in )  
the presence of )

HENRY LAMBERT

(L.S.)

W.A.F. Wickhart,  
4, Millbank, London, S.W.1.  
Civil Servant.

SIGNED SEALED and DELIVERED )  
by Edward Benedict Goddard )  
on behalf of the Falkland )  
Islands Company in the )  
presence of )

(SEAL)

E.B. GODDARD Director

(L.S.)

R.B. Hall,  
61, Gracechurch Street,  
London, E.C.3.  
Secretary.

THE FIRST SCHEDULE above referred to.

THE Steamer shall be built to comply with Lloyds highest class and have suitable accommodation for twelve first class passengers in six cabins and twelve third class passengers in open berths, as well as a dining room and a smoke room. Approximate dimensions 165' x 32' 6" x 13' 6" cubic capacity about 25,000 feet, deadweight about 600 tons service speed 10 knots.

THE SECOND SCHEDULE above referred to.

Particulars of :-

Coasting Service - ports of call.

Passage and freight rates.

Rates for through shipments of produce.

Conditions of carriage of cargo and passengers, etc.

THE FALKLAND ISLANDS COMPANY LIMITED.

COASTING SERVICE.

1. THE Company carries His Majesty's mails between inter island ports, Montevideo and Magellanes. The following are the ports of call :-

| <u>East Falkland.</u> | <u>West Falkland.</u>    | <u>Overseas.</u> |
|-----------------------|--------------------------|------------------|
| Darwin                | Hill Cove                | Montevideo       |
| Goose Green           | Foxbay                   | Magellanes       |
| North Arm             | Roy Cove                 |                  |
| Walker Creek          | Port Stephens            |                  |
| San Carlos S.         | Port Howard              |                  |
| Port San Carlos       | Pebble Island            |                  |
| Lively Island         | Saunders Island          |                  |
| Bleaker Island        | West Point Island        |                  |
| Speedwell Island      | Carcass Island           |                  |
| Port Louis N. & S.    | New Island               |                  |
| Johnsons Harbour      | Weddell Island           |                  |
| Salvador              | Beaver Island            |                  |
| Teal Inlet            | Chartres                 |                  |
| Rincon Grande         | Spring Point             |                  |
| Fitzroy N. & S.       | Albemarle                |                  |
| Douglas Station       | Dunnose Head             |                  |
| Bluff Cove            | Shallow Bay (occasional) |                  |
| Egg Harbour           | Port Edgar               | do.              |

2. PASSAGE RATES.

|                                                                                                                                                                                                                                                                        | <u>Cabin</u> | <u>Steerage</u> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------|
| Group 1. Berkeley Sound )<br>Fitzroy N.& S. )<br>Bluff Cove )<br>Egg Harbour ) to )<br>San Carlos or ) Port )<br>Brenton Loch ) Howard )                                                                                                                               | 13/-         | 11/-            |
| Group 2. Darwin )<br>Walker Creek )<br>Salvador )<br>Rincon Grande )<br>Teal Inlet )<br>Douglas Station )<br>Lively Island )<br><br>Darwin to North Arm )<br>and vice versa )                                                                                          | 30/-         | 20/-            |
| Group 3. North Arm )<br>Speedwell Island )<br>Bleaker Island )<br>Brenton Loch )<br>San Carlos S. )<br>Port San Carlos )<br>Port Howard )<br>Foxbay )<br>Albemarle )<br>Port Stephens )<br>Chartres )<br>Spring Point )<br>Dunnose Head )<br>Roy Cove )<br>Hill Cove ) | £2. 9. -     | £1.17. -        |
| Group 4. New Island )<br>Beaver Island )<br>Weddell Island )<br>Passage Islands )<br>Pebble Island )<br>Carcass Island )<br>Saunders Island )<br>West Point Island )                                                                                                   | £3.13. -     | £2. 9. -        |
| Group 5. <u>Company's employees:-</u><br><br>Darwin )<br>Walker Creek )<br>Lively Island )                                                                                                                                                                             | 16/6         | 11/-            |
| Brenton Loch )<br>North Arm )<br>Speedwell Island )                                                                                                                                                                                                                    | 22/-         | 16/6            |
| North Arm to Darwin )                                                                                                                                                                                                                                                  | 16/6         | 11/-            |
| Group 6. Montevideo. Single Cabin £14 Return £25<br>3rd class £10 20<br>Magellanes Single £6 Return £12                                                                                                                                                                |              |                 |

Children under 12 years - half fare.

Infants under 2 years - free.

No reduction to be granted in return fares (Return - Single x 2)

3. CONDITIONS OF CARRIAGE OF PASSENGERS AND BAGGAGE.

The Company reserves the right to charge the fare applicable to the most distant port when passengers are bound for a port called at after the most distant port, e.g. A passenger booked for Darwin by a vessel going north about East Falkland and calling at Foxbay and then Darwin will pay the passage money equal to the fare to Foxbay.

Cabin passengers travelling between Stanley and ports named in Group 2 will be charged 5/- less than the fare shown if they do not occupy cabin berths.

Cabin passengers travelling between Stanley and ports in Groups 3 and 4. 7s.6d less.

Baggage allowance - cabin 20 cu. ft. Steerage 10 cu. ft.

Excess baggage will be charged at freight rates.

4. MESSING:- Breakfast, Dinner or supper @ 2/6d per meal.  
Early morning or afternoon tea 6d (or 7/- per day).

5. CARGO RATES.

Montevideo and Magellanes.

|                   |                                                                     |
|-------------------|---------------------------------------------------------------------|
| General cargo     | 40/- per ton weight or measurement.                                 |
| Kerosene & Petrol | 80/- " " " " " "                                                    |
| Parcel freight    | Minimum rate 5/-. For each additional 2 inches or part thereof 10d. |

Local rates.

|                                 |     |                                             |
|---------------------------------|-----|---------------------------------------------|
| Berkeley Sound ports            | ... | 20/- per ton.                               |
| Lively Island and Darwin        | ... | 26/8                                        |
| Speedwell Island                | ... | 36/8                                        |
| Other East Falkland ports       | ... | 30/-                                        |
| Foxbay, Port Howard             | ... | 42/6                                        |
| Great Island and Island Harbour | ... | 42/6                                        |
| Many Branch Harbour             | ... | 60/-                                        |
| Other West Falkland Ports       | ... | 48/4                                        |
| Passage and Sea Lion Islands    | ... | 60/- if over 10 tons, if under £10 per call |

|                                                             |         |                 |
|-------------------------------------------------------------|---------|-----------------|
| Small packages (cargo) East Falkland Min. 3/- West Falkland |         | 3/6 each        |
| Barrels                                                     | ... " " | 3/- " " 3/6 "   |
| Tanks                                                       | ... " " | 18/- " " 24/- " |

Parcels - local.

No parcels weighing over 28 pounds will be accepted. The minimum charge per parcel is 2/6d for the first 11 pounds and thereafter 2d per pound.

Parcels - C.O.D. ex Post Office.

The charge for C.O.D. parcels handed over by the Post Office to the Company is as follows:-

Minimum charge 1/- for the first 2 pounds and 1d per pound thereafter, to be collected from the consignee.

Animals.

|             |                                            |           |
|-------------|--------------------------------------------|-----------|
| To any port | Cats                                       | 5/- each  |
| do.         | Dogs                                       | 7/6       |
| do.         | Poultry (in crates) at freight rates       |           |
| do.         | Pigs (in crates)                           | £1 each   |
| do.         | Cows, bullock and bulls                    | £2 each   |
| do.         | Horses                                     | £2 each   |
| do.         | Horses (Across Falkland Sound)             | 35/- each |
|             | Sheep (in crates)                          | £1 each   |
|             | Sheep (shifting in numbers) By arrangement |           |
|             | Sheep (carcasses) East Falkland            | 3/- each  |
|             | West "                                     | 3/6       |

PRODUCE for Transhipment to London.

Stations with wharf facilities :-

WOOL AND SHEEPSKINS

|                               |                 |               |                 |
|-------------------------------|-----------------|---------------|-----------------|
|                               |                 | per 1,000 ks. | per 40 cu. ft.  |
| Freight                       | £3. 7. 6        |               | £1. 2. 6        |
| Hulk Hire and/or transhipment | 1. 2. 6         |               | 7. 6            |
|                               | <u>£4.10. -</u> |               | <u>£1.10. -</u> |

TALLOW AND HIDES.

|                               |                 |
|-------------------------------|-----------------|
| Freight                       | £1.17. 6        |
| Hulk Hire and/or transhipment | <u>12. 6</u>    |
|                               | <u>£2.10. -</u> |

Stations without wharf facilities:-

WOOL AND SHEEPSKINS.

|                               |                 |                 |
|-------------------------------|-----------------|-----------------|
| Freight                       | £4. 2. 6        | £1. 7. 6        |
| Hulk Hire and/or transhipment | <u>1. 7. 6</u>  | <u>9. 2</u>     |
|                               | <u>£5.10. -</u> | <u>£1.16. 8</u> |

TALLOW AND HIDES.

|                               |                 |
|-------------------------------|-----------------|
| Freight                       | £2.12. 6        |
| Hulk Hire and/or transhipment | <u>17. 6</u>    |
|                               | <u>£3.10. -</u> |

PRODUCE with destination Stanley only.

A rate of three quarters of the above freight is charged.

DATED 1st May 1931

FALKLAND ISLANDS

THE CROWN AGENTS FOR THE COLONIES

- and -

THE FALKLAND ISLANDS COMPANY  
LIMITED

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Burchells,  
5, The Sanctuary,  
Westminster,  
S.W.1.