C.S.

CONFIDENTIAL.

No. C/13/29.

1929.

32

Menendez-Behety.

SUBJECT.

192 9.

12th April.

PROPOSED MAIL SERVICE BETWEEN FALKLANDS - MAGALLANES - EUROPE.

Previous Paper.

580/26. 243/27.

MINUTES.

SEE INSIDE..

Subsequent Paper.

C.S.

Postal & Telegraph.

Mails.

No. 238/29.

1929.

Menendez- Behety.

SUBJECT.

1929

April 12th.

PROPOSED MAIL SERVICE BETWEEN FALKLANDS, MAGALLANES & EUROPE.

Previous Paper.

MINUTES.

1. Letter from Messers Menendez-Behety of 12/4/29.

P.M.G. Submitted

2. This opens up attractive possibilities. I would think be advisable to investigate cost of a regular two-monthly service between Magallanes, Falklands and Monte Video. This if satisfactorily arranged would reduce number of trips necessary by Eleuros with consequent saving.

3. A steamer of between 400 and 500 tons with accommodation for 12 passengers would I think be suitable

Subsequent Paper.

C.H.B. ag CS 2.VI.29

Hon C.S

This, of course, opens up possibilities. A fortnightly service would be a great boon & would carry fresh vegetables etc, etc. Hon C.T. should see & give his views. If this materialise we should say want the Flamers for the Dependencies as our mails, passengers etc, would go & come via Punta Arenas. We should require, if we grant a subsidy, free shipment for our own goods and passengers, & also very cheap rates, & cheap transhipment for our cargoes at Punta Arenas. These rates should be ascertained from Menendez. We could then work out what subsidy we could afford to pay. Put up to me again, when Hon Col. Treasurer returns papers, with your views.

AH

7/29
6

When does our present Flamers contract end?

AH.

Hon Treasurer.

Will you please submit your views.

Ag/CS
7.11.29

Hon. Col. Sec.

Is there not some previous correspondence on this subject from Messrs Menendez, or perhaps from Braun and Blanchard. So far as

C.S.O. No. 238/29.

Inside Minute Paper.

Sheet No. 2

I recollect a service was offered for a subsidy of £20,000 p.a.
If previous papers can be traced will you kindly attach them.

M Bourke Hallett
10. 6. 29.

Hon Secretary.

The paper of 303/18 but is missing. A thorough search has been made for it without result. It will be necessary to reply to Red. by Boyston mail. and I should be glad to have your observations on proposals contained therein.

[illegible]
A/CS.
21. 11. 29.

Hon. Col. Sec.

I agree with you that a steamer of 400 or 500 tons with accommodation for 12 passengers would be suitable for such a service. I am of opinion that a service between

this Colony and Punta Arenas would be a boon to this Colony and would facilitate trade in Live Stock.

2. Perhaps a service between here, Punta Arenas and Monte Video could be considered, this would enable passengers proceeding to Europe to transship either at Monte Video or Punta Arenas. I consider a monthly service would be preferable.

3. The picking up of Cargo at various places on the E. and W. Falklands would also be a great advantage to Farmers, provided of course freight rates for inward and outward Cargo do not exceed the freights charged by the P. S. N. Coy.

4. Messrs Menendez - Behety might be asked to give particulars as to Sale and passenger accommodation on the Hapag - Kosmos steamers.

M Brazier Hallett
Treas.
21. 6. 24

Sir. Submitted. On reconsideration I think it would be better to open negotiations with Messrs Menendez Behety by giving them the information they ask and leaving out of account for the present the question of an extension of the proposed service to Monte Video.

2. I would say yet that they should be told —

(1)

C.S.O. No. 238/29

Inside Minute Paper.

Sheet No. 3

(1) That the size of steamer should be between 400 and 500 tons.

(2) Passenger accommodation for 12.

(3) A monthly service

(4) The vessel to enter and clear at Stanley on each voyage and to be at the entire disposal of the Government for a period not exceeding a clear 7 days between dates of entering and clearing, ~~and~~ any days in excess of such period being paid for by the Government at a flat rate per day.

(5) All Government passengers and cargo to be carried free of cost within the Colony and to and from Magallanes. and to have first call on steamer.

(6) Exemption from all local

dues and charges with exception of charges for services of pilots round the islands if required

(3) I would ask for an offer on the above lines as a preliminary step. I would also make enquiries in the sense of the Hon Treasurer's concluding paragraph.

4. The Elders contract ends on the 18th Sept 1931. We are not however, obliged to use this steamer if the terms not required.

[illegible]
Ag CS.
22.VI.29

Hon C.S.

Yes, but £20,000 a year is absolutely & entirely out of the question. If the F.D. Co. are going to buy a steamer for the Mauritius trade we should not require another line from Punta Arenas, unless, of course, it was run at no cost to the Govt.

22.29
6

M.

C.S.O. No. 9/29/29

Inside Minute Paper.

Sheet No. 12

2-3. Lr. to Messrs. Menendez Behety 29/6/29

Hon. M. C. Craigie Halkett,

For orders.

R. C. G.

Ag. C.S.

2. VII. 29.

Hon. Col. Sec.

Noted

M. Craigie Halkett

2. 7. 29.

4-12 Letter from Messrs Menendez Behety 11th July 1929

G.E.

Submitted. In the absence of any information as to the extent the Government might be called upon to make good a guarantee the proposed basis is not one that can be considered. In the circumstances I do not think the suggested visit (Red 10) justified.

2. Though it is highly improbable anything will come of the proposal it is perhaps better not to close the matter definitely. I would suggest the following telegram should be

returned. 'Contract can only be arranged on basis of fixed subsidy. ~~and visit of leading farmers in~~ ~~England~~ At this stage do not consider visit of representative necessary. ~~Will they~~ Will communicate further.'

3. Such a service, however arranged, would be of immense benefit to the farmers and they might be willing to contribute towards its cost on the basis of so much from each farm annually, the Government adding its share. Whether or not there is any prospect of a self supporting trade remains to be seen but such might reasonably be expected to follow the establishment of a regular service. In the absence of the leading farmers the matter cannot at present be fully investigated but there might be an informal meeting to discuss the question when they return.

G.P.L.
Agt.G.
19. VII. 29

Inside Minute Paper.

C.S.O. No. C/13/29

Sheet No. 5.

Hon C.S.

I have spoken to you about this matter. There are many points to be considered. It all depends on the price they will charge for freight, and if there is sufficient freight each voyage to pay the £1200 mentioned. This is primarily a matter for the farmers to guarantee. We might assist a little towards it.

I notice as the landing charges in Magellanes are practically the same as here, and as the freight from Europe is no cheaper, it would actually cost us more to import our goods with the serious disadvantage of charging duties.

As a matter of fact so far as mails are concerned it would be far cheaper for us to run the Flamus not to Magellanes once a fortnight & to arrange for our mails to be sent there by the direct line from England. I shall be obliged if the P.M. will make necessary enquiries (confidential only):-

(a) Could G.P.O. arrange for F.D. mails to be sent fortnightly from Europe to Magellanes by direct line of steamers?

(b) If so would there be any additional cost to Colony?

Another point we must bear in mind is the chance of the F.D. Co running a direct service to Punta Arenas. In that case, if it was on economical proposition, I should relatively prefer to support a British firm.

Give thanks to Menendez & say we don't want their representative to come over unless as we can do nothing till farmers

return when they will be communicated with again. Confirm by letter & ask them to let us know the approximate charge they intend to charge for freight. Point out the whole scheme at present is nebulous and tentative.

Hon C.G. & Hon George Roberts to see.

ALG.

20/29
7

Letter to Messrs. Menendez - Behety. 25th July, 1929. 14.

Hon M.C. Craigie. Halkett
Hon G. Roberts.

To see
ALG
AyCS
25.VII.29.

Hon. G. Roberts,

Seen and passed to you.
M. Craigie Halkett
Treas.
25-7-29.

Hon Col Sec

Seen and returned
G. Roberts.
C.E. 26-7-29.

Letter from Menendez. Behety 21/9/29. 15-17.

C.E.

Submitted. I shall acknowledge thanking Messrs. Menendez for the attention they have given to my request for fuller information. saying that the Government is unable to proceed further in this matter.

2. I attach C/9/29 on file to which it is stated that no official support should

C.S.O. No. C/13/29

Inside Minute Paper.

Sheet No. 6

be extended by Your Excellency to a foreign company.

S.K.C. 8
Ag C.S.
8.XI.29.

Hon C.S

Please. But say they can make arrangements if they wish to invite the Farmers' members.

M.
8/11/29

18. Letter to Messrs. Menendez-Behety, 12th Nov. 1929.

19-20 Letter from Cia Española de Navegación 14/3/30

C.C. Please attach N.P. C/9/29.

S.B. 22.IV.30

H.C.S.

In P. C/9/29 attached.

A.J.C.
22/4/30.

H.E. Submitted. In view of his instructions from the Secretary of State regarding support to a foreign company, the Government will be unable to do anything in this matter?

S.K.C.
for C.S.
22.IV.30

Letter to Compania Chileno de Navegacion 24/4/30.

21.

Postal + Telegr.

N.P. (1)

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL

"MENENDEZ - BEHETY"

(SUCESORA DE JOSÈ MENENDEZ)

SECCIÓN MARÍTIMA

ARMADORES Y LANCHONEROS

AGENTES DE LAS COMPANIAS DE VAPORES:

Deutsch-Austral und Kosmos Linien
Hamburg America Linie
Blue Star Line (1920) Ltd.
Grace Line Inc. (New York)
Royal Holland Lloyd
Swedish Brazil-Plate Line
Compañía Trasatlántica (Barcelona)

CODES USED:
LIEBER'S
A B C 4th. Y 5th. ED.
BENTLEY'S
THE BOE CODE

CASILLA "J"

"MENENBETY"
(Dirección Telegráfica)
PUNTA ARENAS

Magallanes
~~PUNTA ARENAS~~,
Estrecho de Magallanes

April 12th. 1929

HRS/-

The Honourable
The Colonial Secretary
Port Stanley, Falkland Islands.-

Sir :

We have been advised by our representative, Mr. R.C. Pole Evans, that the Government of the Falkland Islands desires to obtain a better mail and passenger service between the Islands and the Continent, and that it would be prepared to subsidize such a service.-

In case sufficient inducement offers, we would eventually be prepared to establish a regular service, under the Chilian flag, between Magallanes and Port Stanley, calling at different ports in the East and West Falklands, with a steamer of sufficient tonnage and with suitable accomodation for passengers, we should be much obliged if you could inform us regarding the conditions the Government would require, in order to subsidize this service, such as the size of the steamer, passenger accomodation, ports of call, number of voyages, freight and passage rates, etc. and what would be the amount of the subsidy.-

In the event of establishing this service, we could arrange through freights for cargo from Europe to Port Stanley, as well as for produce from the Islands to Europe, with transhipment at this port in combination with the Hapag-Kosmos steamers which maintain a regular fortnightly service to this port.- The establishment of a regular service, would also give the farmers of the Falkland Islands, a market for their surplus sheep.-

Thanking you in advance for your early reply, we have the honour to be

Yours obedient servants

P. P. SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
"MENENDEZ BEHETY"

DIRECTOR-GERENTE

ENCLOSURE TO COLONIAL SECRETARY'S LETTER No. C/13/29 of the 29th of JUNE, 1929.

Size of Steamer.	Between 400 and 500 tons.
Passenger Accommodation.	12 berths.
Frequency of service.	Monthly.
Ports of call.	The vessel to enter and clear at Stanley and to be at the disposal of the Government for a clear 7 days between dates of entering and clearing, any days in excess of such period, if required by the Government, being paid for at a flat rate per day. (The Government would arrange the inter-insular voyages with a view to facilitating as much as possible the delivery and taking up of mails, private cargo, and passengers.
Concessions.	Government passengers and cargo to be carried free of cost and to have first call on the steamer. The vessel to be exempt from all local dues and charges with exception of cost of services of a pilot round the islands, if required.

C/13/29.

29th June, 29.

Gentlemen,

I am directed by the Governor to acknowledge the receipt of your letter of the 12th of April and to inform you that this Government is willing to consider the grant of a subsidy towards a steamship service between Magallanes and the Falkland Islands.

2. I am to request you to state the sum that would be required in the case of the service described on the accompanying enclosure or if that cannot be arranged for a modified service on similar lines.

3. I am also to request you to furnish me with full particulars of the cost of transhipping goods at Magallanes and the size and passenger accommodation of the Hapag-Kosmos steamers.

I am,

Gentlemen,

Your obedient servant,

Acting Colonial Secretary.

Messrs. Menendez - Behety,
Seccion Maritima,
Casilla "J",
MAGALLANES.

22nd July 1929.

Dear Mr.Brown,

The Governor spoke to me about the attached. I informed H.E.that I thought the cost would be too heavy in fact it would cost a great deal more than it does now for cargo and mails. I understood H.E.to say that Messrs.Menendez would be informed matter will await return of Farmers.

Yrs.

M. Craigie Harrison

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
"MENENDEZ BEHETY"
(Sucesora de José Menéndez)

(11)

COPIA

Magallanes, 19

HRS/-

Magallanes, July 11th. 1929

The Honourable

The Colonial Secretary

Port Stanley, Falkland Islands.-

Sir :

We are in receipt of your letter dated June 29th. and as requested, beg to enclose herewith a statement of the general conditions on which we would be prepared to run a monthly steamship service between Magallanes and the Falkland Islands, including an inter-insular service as outlined in the enclosure to your letter.-

The most suitable vessel for this trade would be our s/s ARAUCANO (Ex-Americano) particulars of which we enclose herewith.- This steamer is at present engaged on the Valparaiso-Magallanes run, but would be available for commencing the service to the Falklands next October, if an arrangement is arrived at.- In case, later on this steamer were unable to make a voyage, owing to repairs, accidents or other circumstances, she could be replaced temporarily by any of our other steamers : "Aviles - Antártico-Austral" , which all fulfill the necessary requirements.-

In the absence of information regarding the quantity of cargo and passengers to be expected, rates to be charged, etc. we have made our offer on the basis of a minimum gross earning for each trip, to be guaranteed by the Falkland Island Government.- The amount received for carrying private cargo and passengers would be deducted from same, and the deficit if any, to be paid by the Government as subsidy.-

We find it impossible to make an offer on any other basis, especially for the inter-insular service, regarding the requirements of which we have no particulars. We understand that the vessel would be required to call at different small places, with no facilities for handling cargo and that therefore the steamer would have to carry her own barges and motorlaunch, and sufficient crew to handle same.-

cont/

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
"MENENDEZ BEHETY"
(Sucesora de José Menéndez)

COPIA

Hon.Colonial Secretary, Port Stanley.-

Magallanes, 19

Our calculations have been made on the basis of the gross earnings of the "Araucano" and similar vessels engaged in trading on this Coast, which average £ 60.o.o per day, during the year.- A vessel which undertakes to maintain a regular monthly service to the Falklands, on the conditions outlined, would not be able to undertake any other work, as the time left between each voyage would be too short to make another voyage elsewhere in between.- For this reason the steamer would have to depend entirely on the revenue from the Falkland Islands service.-

The cost of transhipping goods at this port would be as follows :

Cargo arriving by steamers of the Hapag-Kosmos Line, or other vessels consigned to this firm :

Lighterage.....10/- Ten shillings) per ton weight or
Hulkage..... 5/- Five -"-) measurement, at our
) option.-

Cargo arriving by vessels consigned to other Agents :

Lighterage.....13/4 Thirteen shillings)per ton weight or
& four pence)measurement, at
Hulkage..... 5/- Five shillings)our option.-

For each Bill of Lading, another 10/- (Ten shillings) would be charged for customs expenses.-

The cargo would have to be consigned to this port and the Bills of Lading claused : " In transit to the Falkland Islands, to be delivered at Magallanes to the Sociedad An. G. & C. Menendez Behety, for transhipment.-" The shippers in Europe should have instructions to send us the Bills of Lading and other shipping documents by the steamer carrying the goods or earlier if possible.-

Wool and skins brought here for shipment to England have no transhipment expenses, these being for account of the steamer taking the cargo from here to Europe, and included in the Ocean freight which at present is £ 5. 5. 0, per ton of one thousand kilos,-from this port to London or the Continent

The Hapag-Kosmos steamers used on the South America service, are usually of about 8000 to 9000 tons DW. cargo capacity and carry from 10 to 18 saloon passengers.- There are also several steamers with accomodation for 1st. 2nd. and 3rd. class passengers, which come here occasionally.- In the event of our undertaking to run a regular service to the Falklands, we would endeavour to arrange, as far as possible, a combined freight service with this line.-

cont/

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
"MENENDEZ BEHETY"
(Sucesora de José Menendez)

COPIA

Hon. Colonial Secretary.-Port Stanley

Magallanes, 19

However, passengers from the Falklands to Europe or vice-versa, will probaly prefer to travel via Buenos Aires as this route is generally much quicker.- There is a regular service from here to Buenos Aires, with a steamer sailing every ten days during the summer, and fortnightly during the winter.-

If the Government is disposed to consider our offer to run a monthly service on the basis of the general conditions submitted herewith, we should be much obliged if you could arrange to advise us by wireless, upon receipt of this letter.- We would then have time to send a representative to Port Stanley in order to discuss the details and draw up a contract "ad-referendum ",subject to our approval.- As far as we can ascertain, the only chance of getting to Stanley now, is by taking the m/s Lautaro, which is supposed to sail from Liverpool on the 15th. inst.- Our representative, by leaving at the end of this month, early August, could probably arrange to take this ship either at Montevideo or Bahia Blanca.-

Thanking you again for your early reply, we have the honour to be

Your obedient servants

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
"MENENDEZ BEHETY"
(Sucesora de José Menéndez)

COPIA

Hon. Colonial Secretary.-Port Stanley

Magallanes, 19

SUBSIDY

1) The Government of the Falkland Islands to guarantee, for each separate voyage between Magallanes and Port Stanley, a minimum gross earning from freight on cargo and passengers, of.....

£ 1,200. o. o (One thousand two hundred Pounds Sterling)

2) The Government of the Falkland Islands to guarantee, for each separate inter-insular voyage between Port Stanley and ports of the East & West Falklands to be specified, a minimum gross earning from freight on cargo and passengers, of.....

£ 600. o. o (Six hundred pounds Sterling)

Any days in excess of the time stipulated in the conditions, to be paid for extra at the rate of.....

£ 50. o. o (Fifty pounds sterling)

per day.-

3) The subsidy to be liquidated separately for each voyage, and to be paid after completing same.- The shipowners to present copies of the manifests and passenger lists and a detailed statement of the amounts received for carrying private cargo and passengers :

a) between Magallanes and Port Stanley

b) between Port Stanley and the Islands

the difference between the amounts received and the minimum guaranteed, to be paid by the Falkland Islands Government, as subsidy.-

4) In case the amounts received for carrying private cargo and passe gers, on any one trip, either between Magallanes and Port Stanley or between Stanley and the Islands, should exceed the guaranteed sums, the mail is to be carried free, but the Government to pay for carrying Fiscal cargo and passengers, according to the approved rates, instead of the subsidy.-

CONDITIONS

1) The vessel used for this service, to be a steamer of at least 400 tons (weight) cargo capacity, with berths for 12 or more cabin passengers.-

2) The steamer is to leave Magallanes during the first week of each month, and to enter at Port Stanley, but in the event of carrying live horses, will be allowed to enter at an intermediate port to discharge same.-

3) After discharging the cargo for Port Stanley, the vessel is to

to make an inter-insular voyage, calling at different ports according to schedule to be approved by the Government.- This voyage is not to exceed seven days (including time employed for loading and discharging at Port Stanley) under ordinary circumstances, and any days in excess, caused by extra ports of call and/or waiting for mail, cargo and passengers at the request of the Government, to be paid for by same at a flat rate per day.-

4) The steamer is to clear from Port Stanley, but in the event of having to load cargo or live sheep for Magallanes, will be allowed to call at intermediate ports in the Islands to load.-

5) The vessel to be at liberty to call at one port on the Argentine Coast(Rio Gallegos or Rio Grande) on the voyage either out or homeward, at ship's option.-

6) The rates for carrying private cargo and passengers between Magallanes and Port Stanley and between the different ports in the Falkland Islands, to be fixed yearly and approved by the Government.-

7) Mail to be carried free.- Government cargo and passengers to have first call on steamer, and to be carried free of cost, except as provided above (see Subsidy # 4).-

8) The vessel to be exempt from all local dues and charges with exception of services of a pilot round the Islands if required.

9) The contract to be made for a period of three years, and the contractors to have the preference for the renewal, if they have fulfilled their obligations satisfactorily according to the contract.-

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
"MENENDEZ BEHETY"
(Sucesora de José Menendez)

(6)

COPIA 6

Hon. Colonial Secretary.-Port Stanley

Magallanes, 19

Particulars of S/S " A R A U C A N O "

Built :	1921
Dimensions :	170' x 30' 1" x 12' 3"
Tonnage :	439.998 tons net register
Capacity :	Cargo, for 500 tons deadweight
Accomodation :	For 20 cabin passengers, in four 2 berth cabins, and three 4 berth cabins The saloon is very large, and temporary sleeping accomodation can be arranged in same for 18 passengers
Average speed :	10 miles

Electric light.- Wireless

(b)

SOCIEDAD ANONIMA GANADERA & COMERCIAL "MENENDEZ BEHETY"
(Sucesora de José Menéndez)

SECCION ASERRADEROS Y BARRACA "LORETO"

Price list of timber, including freight, to the Falkland Islands :

BOARDS & PLANKS

			12'		15'		18'	
			price	code	price	code	price	code
1	x	6	1/2	yaacs	1/5	yafwe	1/8	yalog
1½	x	8	1/6	yaadt	1/11	yafze	2/3	yaluh
1½	x	6	1/6	yaalc	1/11	yagiz	2/3	yamad
¾	x	8	2/1	yaamd	2/9	yagob		
1	x	5	1/8	yaarj	2/2	yagwa		
1	x	6	2/-	yaask	2/8	yagye	3/3	yamho
1	x	8	2/10	yaatl	3/7	yahco	4/6	yamig
1	x	10	3/6	yaawn	4/-	yahez	6/-	yamky
1	x	12	4/5	yabar	5/8	yahib	7/3	yamoh
1½	x	5	2/5	yadat	3/2	yajic	3/11	yaohj
1½	x	6	2/11	yadov	3/9	yajod	4/8	yaopk
1½	x	8	3/11	yabit	5/-	yahoc	6/4	yamuj
1½	x	10	5/-	yabov	6/7	yahud	8/5	yamyk
1½	x	12	6/4	yabra	8/3	yahya	10/5	yanaf
2	x	5	3/2	yaduz	4/1	yajza	5/-	yaozt
2	x	6	3/10	yadve	4/11	yakab	6/2	yapag
2	x	8	5/3	yabse	6/8	yakze	8/5	yaneg
2	x	10	6/8	yabve	8/9	yaibt	10/11	yanfa
2	x	12	8/5	yabyx	10/11	yaify	13/10	yange
3	x	8	7/7	yaesa	9/9	yairl	12/1	yanuk
3	x	10	9/5	yacto	12/2	yajaz	15/1	yanyl
3	x	12	11/8	yacux	15/1	yajbe	18/11	yaody
4	x	12	15/7	yaigz	20/1	yaikd	25/2	yailf

SQUARED TIMBER

1½	x	3	1/4	yacwo	1/8	yajdo	2/2	yaojd
1½	x	4	1/9	yaczy	2/3	yajeb	2/10	yaolg
2	x	3	1/9	yadby	2/3	yajuf	2/10	yaorm
2	x	4	2/4	yadta	3/-	yajyg	3/10	yaowr
3	x	3	2/8	yadyo	3/4	yakba	4/3	yapga
3	x	4	3/6	yaebs	4/6	yakce	5/8	yaphe
3	x	5	4/4	yaect	5/8	yakec	7/2	yapij
3	x	6	5/3	yaegy	6/9	yakfo	8/6	yapko
4	x	4	4/8	yaeld	6/-	yakid	7/7	yapmy
4	x	5	5/7	yaemf	7/6	yakof	9/5	yapok
4	x	6	6/11	yaeng	9/-	yakug	11/4	yapul
4	x	8	9/3	yaeph	12/-	yakyh	15/1	yaraj
5	x	5	7/3	yaerk	9/5	yalac	11/10	yarek
5	x	6	8/8	yaewp	11/3	yalca	14/2	yaril
5	x	8	11/7	yafav	15/-	yalde	18/11	yarja
6	x	6	10/5	yafix	13/6	valed	17/-	yarke
6	x	8	13/11	yafoz	18/-	yalgo	22/9	yarmo
8	x	8	18/7	yafub	24/-	yalif	30/3	yarpy
10	x	10	29/-	yafva	33/2	yaljy	37/9	yaryp

1/01/29

PICKETS FOR FENCING

Size	Code: plain bored	Code: bored & grooved	Price per thousand Plain	
1½ x 1¾ x 3'	yasak	yaslo	yasup	£ 7. 5. 4) boring
1½ x 1¾ x 3½'	yasel	yasno	yatal	8.10. 9) and
1½ x 1¾ x 4'	yaska	yason	yatem	9 16. 2) grooving extra

Extra for boring 10/- per thousand
Extra for boring and grooving 20/- per thousand

PICKETS FOR RAILING

1 x 3 x 3	20/4	per hundred	Yatla
1 x 3 x 4	27/6	-"-	yatme
1 x 3 x 5	33/2	-"-	yatop
1 x 3 x 6	39/9	-"-	yatpo
1 x 3 x 7	46/11	-"-	yatry

SQUARED POSTS

	6' price	6' code	7½' price	7½' code	9' price	9' code
4 x 4	2/4	yatyr	3/-	yauey	3/10	yaudz
5 x 5	3/8	yauhd	4/8	yaujf	5/11	yaurn
6 x 6	5/3	yanjo	6/9	yanlo	8/6	yanoj

CYPRESS POSTS

Fencing posts, 6½ to 7',	round (with bark)	3/6	each	Yamda
-"- -"-	squared	3/6	"	Yamef
-"- -"-	squared (over one (thousand)	3/3	"	Yalyj
Telephone poles, 18'	round (with bark)	15/-	"	Yacas
- " - 18'	squared	13/-	"	Yaciv

Note : Timber marked is usually carried in stock, ready for shipment; other dimensions not marked, are only prepared upon receipt of order.-
Previous- price lists are hereby cancelled.-

Magallanes, June 1st. 1929.-

(7)

Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"
SECCIÓN MARÍTIMA

Hoja N.º 6

a Hon. Colonial Secretary.-Port Stanley

Particulars of S/S "A R A U C A N O"

Built :	1921
Dimensions :	170' x 30' 1" x 12' 3"
Tonnage :	439.998 tons net register
Capacity :	Cargo, for 500 tons deadweight
Accomodation :	For 20 cabin passengers, in four 2 berth cabins, and three 4 berth cabins The saloon is very large, and temporary sleeping accomodation can be arranged in same for 18 passengers
Average speed :	10 miles

Electric light.- Wireless

P.P. Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"


M

(IV)

"MENENDEZ BEHETY"

SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
(SUCESORA DE JOSÉ MENENDEZ)

SECCIÓN MARÍTIMA
CASILLA "J"

ARMADORES Y LANCHONEROS
AGENTES DE LAS COMPAÑIAS DE VAPORES
Hamburg Amerika Linie (Kosmos)
Blue Star Line (1920) Ltd.
Grace Line Inc. (New York)

Codes used:
Lieber's
A. B. C. 4th & 5th Ed
Bentley's
The Boe Code.
Dirección Telegráfica:
"MENENBETY"
Magallanes

HRS/-

Magallanes, July 11th. 1929

The Honourable

The Colonial Secretary

Port Stanley, Falkland Islands.-

Sir :

We are in receipt of your letter dated June 29th. and as requested, beg to enclose herewith a statement of the general conditions on which we would be prepared to run a monthly steamship service between Magallanes and the Falkland Islands, including an inter-insular service as outlined in the enclosure to your letter.-

The most suitable vessel for this trade would be our s/s ARAUCANO (Ex-Americano) particulars of which we enclose herewith.- This steamer is at present engaged on the Valparaiso-Magallanes run, but would be available for commencing the service to the Falklands next October, if an arrangement is arrived at.- In case, later on this steamer were unable to make a voyage, owing to repairs, accidents or other circumstances, she could be replaced temporarily by any of our other steamers : "Aviles - Antártico-Austral" , which all fulfill the necessary requirements.-

In the absence of information regarding the quantity of cargo and passengers to be expected, rates to be charged, etc. we have made our offer on the basis of a minimum gross earning for each trip, to be guaranteed by the Falkland Island Government.- The amount received for carrying private cargo and passengers would be deducted from same, and the deficit if any, to be paid by the Government as subsidy.-

We find it impossible to make an offer on any other basis, especially for the inter-insular service, regarding the requirements of which we have no particulars. We understand that the vessel would be required to call at different small places, with no facilities for handling cargo and that therefore the steamer would have to carry her own barges and motorlaunch, and sufficient crew to handle same.-

cont/

Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"
SECCIÓN MARÍTIMA

a Hon.Colonial Secretary, Port Stanley.-

Our calculations have been made on the basis of the gross earnings of the "Araucano" and similar vessels engaged in trading on this Coast, which average £ 60.o.o per day, during the year.- A vessel which undertakes to maintain a regular monthly service to the Falklands, on the conditions outlined, would not be able to undertake any other work, as the time left between each voyage would be too short to make another voyage elsewhere in between.- For this reason the steamer would have to depend entirely on the revenue from the Falkland Islands service.-

The cost of transhipping goods at this port would be as follows :

Cargo arriving by steamers of the Hapag-Kosmos Line, or other vessels consigned to this firm :

Lighterage.....10/- Ten shillings) per ton weight or
Hulkage..... 5/- Five -"-) measurement, at our
) option.-

Cargo arriving by vessels consigned to other Agents :

Lighterage.....13/4 Thirteen shillings)per ton weight or
& four pence)measurement, at
Hulkage..... 5/- Five shillings)our option.-

For each Bill of Lading, another 10/- (Ten shillings) would be charged for customs expenses.-

The cargo wpuld have to be consigned to this port and the Bills of Lading claused : " In transit to the Falkland Islands, to be delivered at Magallanes to the Sociedad An. G. & C. Menendez Behety, for transhipment.-" The shippers in Europe should have instructions to send us the Bills of Lading and other shipping documents by the steamer carrying the goods or earlier if possible.-

Wool and skins brought here for shipment to England, have no transhipment expenses, these being for account of the steamer taking the cargo from here to Europe, and included in the Ocean freight which at present is £ 5. 5. 0, per ton of one thousand kilos,-from this port to London or the Continent.-

The Hapag-Kosmos steamers used on the South American service, are usually of about 8000 to 9000 tons DW. cargo capacity and carry from 10 to 18 saloon passengers.- There are also several steamers with accomodation for 1st. 2nd. and 3rd. class passengers, which come here occasionally.- In the event of our undertaking to run a regular service to the Falklands, we would endeavour to arrange, as far as possible, a combined freight service with this line.-

cont/

Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"
SECCIÓN MARÍTIMA

Hoja N.º 3

a Hon. Colonial Secretary.-Port Stanley

However, passengers from the Falklands to Europe or vice-versa, will probaly prefer to travel via Buenos Aires as this route is generally much quicker.- There is a regular service from here to Buenos Aires, with a steamer sailing every ten days during the summer, and fortnightly during the winter.-

If the Government is disposed to consider our offer to run a monthly service on the basis of the general conditions submitted herewith, we should be much obliged if you could arrange to advise us by wireless, upon receipt of this letter.- We would then have time to send a representative to Port Stanley in order to discuss the details and draw up a contract "ad-referendum ",subject to our approval.- As far as we can ascertain, the only chance of getting to Stanley now, is by taking the m/s Lautaro, which is supposed to sail from Liverpool on the 15th. inst.- Our representative, by leaving at the end of this month, early August, could probably arrange to take this ship either at Montevideo or Bahia Blanca.-

Thanking you again for your early reply, we have the honour to be

Your obedient servants

p.p. Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"

Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"
SECCIÓN MARÍTIMA

Hoja N.º 4

a Hon. Colonial Secretary.-Port Stanley

SUBSIDY

1) The Government of the Falkland Islands to guarantee, for each separate voyage between Magallanes and Port Stanley, a minimum gross earning from freight on cargo and passengers, of.....

£ 1,200. o. o (One thousand two hundred Pounds Sterling)

2) The Government of the Falkland Islands to guarantee, for each separate inter-insular voyage between Port Stanley and ports of the East & West Falklands to be specified, a minimum gross earning from freight an cargo and passengers, of.....

£ 600. o. o (Six hundred pounds Sterling)

Any days in excess of the time stipulated in the conditions, to be paid for extra at the rate of.....

£ 50. o. o (Fifty pounds sterling)

per day.-

3) The subsidy to be liquidated separately for each voyage, and to be paid after completing same.- The shipowners to present copies of the manifests and passenger lists and a detailed statement of the amounts received for carrying private cargo and passengers :

a) between Magallanes and Port Stanley

b) between Port Stanley and the Islands

the difference between the amounts received and the minimum guaranteed, to be paid by the Falkland Islands Government, as subsidy.-

4) In case the amounts received for carrying private cargo and passengers, on any one trip, either between Magallanes and Port Stanley or between Stanley and the Islands, should exceed the guaranteed sums, the mail is to be carried free, but the Government to pay for carrying Fiscal cargo and passengers, according to the approved rates, instead of the subsidy.-

CONDITIONS

1) The vessel used for this service, to be a steamer of at least 400 tons (weight) cargo capacity, with berths for 12 or more cabin passengers.-

2) The steamer is to leave Magallanes during the first week of each month, and to enter at Port Stanley, but in the event of carrying live horses, will be allowed to enter at an intermediate port to discharge same.-

3) After discharging the cargo for Port Stanley, the vessel is to

cont/

to make an inter-insular voyage, calling at different ports according to schedule to be approved by the Government.- This voyage is not to exceed seven days (including time employed for loading and discharging at Port Stanley) under ordinary circumstances, and any days in excess, caused by extra ports of call and/or waiting for mail, cargo and passengers at the request of the Government, to be paid for by same at a flat rate per day.-

4) The steamer is to clear from Port Stanley, but in the event of having to load cargo or live sheep for Magallanes, will be allowed to call at intermediate ports in the Islands to load.-

5) The vessel to be at liberty to call at one port on the Argentine Coast(Rio Gallegos or Rio Grande) on the voyage either out or homeward, at ship's option.-

6) The rates for carrying private cargo and passengers between Magallanes and Port Stanley and between the different ports in the Falkland Islands, to be fixed yearly and approved by the Government.-

7) Mail to be carried free.- Government cargo and passengers to have first call on steamer, and to be carried free of cost, except as provided above (see Subsidy # 4).-

8) The vessel to be exempt from all local dues and charges with exception of services of a pilot round the Islands if required.

9) The contract to be made for a period of three years, and the contractors to have the preference for the renewal, if they have fulfilled their obligations satisfactorily according to the contract.-

p.p. Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"

(13)

CODE.

C/13/29

TELEGRAM.

From The Colonial Secretary,

To Messrs. Menendez Behety.

Despatched: 20th July, *1929* *Time:* 3.0

Received: *192* *Time:*

Your letter 11th July letter follows. Unnecessary to send representative.

Secretary.

(14)

C/13/29.

25th July, 29.

Gentlemen,

With reference to your letter of the 11th July, I am directed by the Governor to confirm the following telegram sent to you on the 11th inst.

"Your letter 11th July letter follows.
Unnecessary to send representative."

2. I am to say that the whole position regarding the establishment of a regular steamship service between Magallanes and the Colony is at present nebulous and tentative and that until the trade possibilities have been fully investigated no arrangement can be come to. At this season many of the leading farmers are absent from the Colony. When they return in October their views will be obtained and a further communication addressed to you.

3. In the meantime it would be helpful if you could furnish as nearly as possible the rates of freight and passenger fares which would be charged in connection with the service.

I am,

Gentlemen,

Your obedient servant,

G. R. Brown.

Acting Colonial Secretary.

Messrs. Menendez - Behety,
Seccion Maritima,
Casilla "J",
MAGALLANES.

PROPOSED RATES OF FREIGHT AND PASSENGER FARES FOR A SUBSIDIZED BETWEEN MAGALLANES AND THE FALKLAND ISLANDS :

PASSENGER FARES , From Magallanes to Port Stanley & vice-versa

Cabin Passages.....£ 5. 0. 0 each

Children under 12 years.....half fare
" " 6 " .....quarter fare
" " 2 " .....free, one per family.-

No Deck Passengers would be carried

FREIGHTS

From Magallanes to Port Stanley.- (Loading at Magallanes included in the freight.- Landing charges for account of the consignees)

General Cargo , 50/- per ton of 40 cubic feet or 1000 kilos at ship's option
Timber ..... 50/- " " of 500 feet
Fencing posts, up to 7 feet long : 1/6 each
" " over 7 " " : Freight in proportion
Telephone posts, up to 18 " " : 7/6 each
" " over 18 " " : Freight in proportion
Firewood, sticks up to 6 feet long : 6 d. each
Naptha and Motor spirits : 100 % extra
Kerosene & fuel oil .....: 50 % "
Explosives, cartridges etc: 100 % "
Coal in bags.....: 35/- per ton of 1000 kilos
" in bulk.....: 40/- -"- 1000 "
Horses .....: 80/- each
Dogs.....: 20/- "

From Magallanes to Other Ports in the East Falklands

Same rates with 20 % increase

From Magallanes to Other Ports in the West Falklands

Same rates with 30 % increase

From West Falkland Ports to Magallanes (landing charges not included)

Wool and sheepskins.....65/- per 1000 kilos
Salted hides.....60/- " " "
Tallow.....40/- " " "
General cargo.....65/- per ton of 40 cubic feet or 1000 kilos at ship's option

From Stanley & Other East Falkland Ports to Magallanes (landing charges not included)

Wool and sheepskins.....60/- per 1000 kilos
Salted hides.....55/- " " "
Tallow.....35/- " " "
General cargo.....50/- per ton of 40 cubic feet or 1000 kilos at ship's option

cont/

(15)

Transhipment and hulkage charges at Magallanes, for produce forwarded to England, on Through Freight :

Free

Landing charges on produce required to be discharged on shore at Magallanes

Wool and sheepskins.....	12/6	per 1000 kilos
Salted hides.....	10/-	" " "
Tallow.....	10/-	" " "
General cargo.....	12/6	per ton of 1000 kilos or 40 cubic feet at ship's option

Freight on Live Sheep from Falklands to Magallanes :

Up to 20.....	20/-	each , landing charges included
-"- 50.....	15/-	" "
-"-100.....	10/-	" "
-"-1000.....	7/6	" "
Over 1001.....	5/-	" "

Freight on Parcels

Up to 10 kilos, or 1 cubic foot.....	5/-	each
-"- 50 " 4 " feet.....	10/-	"

M.

"MENENDEZ BEHETY"
SOCIEDAD ANÓNIMA GANADERA Y COMERCIAL
(SUCESORA DE JOSÉ MENENDEZ)
SECCIÓN MARÍTIMA
CASILLA "J"

Códigos en uso:
Lieber's
A. B. C. 4th & 5th Ed.
Bentley's
The Boe Code.
Dirección Telegráfica:
"MENENBETY"
Magallanes

ARMADORES Y LANCHONEROS
AGENTES DE LAS COMPAÑIAS DE VAPORES
Hamburg Amerika Linie (Kosmos)
Blue Star Line (1920) Ltd.
Grace Line Inc. (New York)

HRS/RAG.

Magallanes, September 24th 1929.-

The Honourable
The Colonial Secretary
Port Stanley, Falkland Islands.

Sir:

Steamship service between Magallanes and the Falkland Islands.----------

We are in receipt of your favour of July 25th and note that the possibilities of establishing a subsidized service between this port and the Colony are being studied and that we may expect further news regarding our proposal to undertake this service.-

In the meantime we beg to enclose herewith, as requested, a list of the rates of freight and passenger fares which we would propose, on the understanding of course, that the service would be subsidized on the terms outlined in our previous letter of July 11th.- These rates are only for the service between Magallanes and the Falklands; about the inter-insular service we have not sufficient data to enable us to quote suitable rates, but, as this service would also be subsidized, we would be willing to charge the rates fixed by the Government.-

Awaiting your further news on this subject, we have the honour to remain.-

Your obedient servants.-
p.p. Sociedad Anónima Ganadera y Comercial
"MENENDEZ BEHETY"

(18)

C/13/29.

12th November, 29.

Gentlemen,

I am directed by the Governor to acknowledge the receipt of your letter of the 24th of September, 1929, and to thank you for the attention you have given to my request for further information in connection with the possibility of establishing a steamship service between Magallanes and the Colony.

2. I am to say that after full consideration of the question it has been decided that the matter is not one in which it would be advisable that the Government should proceed. I am to suggest however that the farmers themselves might be willing to negotiate with you. In such case you should communicate with them direct.

I am,

Gentlemen,

Your obedient servant,

E. R. L. Gowers.

Acting Colonial Secretary.

Messrs. Menendez - Behety,
Seccion Maritima,
Casilla "J",
MAGALLANES.

(120)

COMPAÑIA CHILENA DE NAVEGACION INTEROCEANICA

DIRECCIÓN TELEGRÁFICA:
"INTEROCEAN"
CÓDIGOS:
A. B. C. 5.ª ED.
BENTLEY'S
THE BOE CODE

VALPARAISO
CALLE BLANCO, 891
CASILLA 1410

Valparaiso March 14th. 1930

The Honourable

The Colonial Secretary of The Falkland Islands

PORT STANLEY.-

Sir :

We have the pleasure to inform you that we are running a regular steamship service between the Coast of Chile and the River Plate & Brazil, through the Straits of Magellan, and provided sufficient inducement were offered, we would be prepared to include Port Stanley as a regular port of call for our steamers, both coming and going, thus providing a regular monthly service.-

At present we are working the following steamers :

s/s Santiago	of 2526	tons	register
Valparaiso	2482	"	"
Atacama	2225	"	"

The first two, have good accomodation for up to 24 1st. class passengers, and the "Atacama " for 6 cabin passengers.- All three steamers are provided with bunks for carrying about 20 steerage passengers.- The three ships are classed 100 A1 at Lloyd´s, and are in every respect in good order and condition. We have also a new steamer building in Glasgow, of 6500 tons DW. with accomodation for 12 cabin and 32 steerage passengers, which will enter the service early next year.-

Our service would give you a regular service between Port Stanley and all the ports of Chile up to Arica, and on the other side, with Buenos Aires, Montevideo and Brazilian ports up to Rio de Janeiro, both coming and going , and we would reserve the necessary space for the cargo to be carried to your port.- In order to make a formal offer to the Falkland Islands Government, we beg to enquire if the Government would be prepared to subsidize our service in return for carrying the mails and also the Government cargo & passengers at reduced rates, and if possible, what would be the extent and conditions of the subsidy.- Our steamers could commence the service inmediately, if an arrangement is arrived at.-

cont/

COMPAÑIA CHILENA DE NAVEGACION
INTEROCEANICA
VALPARAISO

Hoja N.º 2

(19)

SEÑOR H. de Colonial Secretary F.I.G. 14/3/30
Port Stanley

Our Company has recently been formed by Messrs. Soc. "Braun & Blanchard " and Soc. "Menendez Behety" ; for further information you can apply to The Anglo South American Bank.-

Thanking you in advance for an early reply, we beg to remain, Dear Sir

Yours respectfully

p. p. CIA. CHILENA
DE NAVEGACION INTEROCEANICA

A. R. Lansing

GERENTE.

C/13/29.

24th April, 30

Gentlemen,

I am directed by the Governor to acknowledge the receipt of your letter of the 14th of March, 1930, and to thank you for the proposals put forward therein.

2. I am to say after full consideration of the question it has been decided the matter is not one in which it would be advisable that the Government should proceed. I am to suggest, however that the farmers themselves might be willing to negotiate with you. In such case you should communicate with them direct.

3. Needless to say in the event of your deciding to send your steamers here every facility will be given by this Government to ensure the smooth working of the scheme.

I am,

Gentlemen,

Your obedient servant,

for Colonial Secretary.

Compania Chilena de Navegacion,
Interoceanica,
Valparaiso.