

C.S.

POSTAL & TELEGRAPHIC.

MAI/GEN/1#26

1926.

No.

219/26

Sheep Breeders
Association.

SUBJECT.

1926.

27th April.

Previous Paper.

POSSIBILITY OF REGULAR MAIL SERVICE WITH
PASSENGER ACCOMMODATION TO AND FROM WEST FALKLAND,
DURING THE PERIOD 1st APRIL TO NOVEMBER, 1926.

MINUTES.

Letter from Secretary, S. B. A. of 27 April 1926.

Acknowledge receipt and say that
the question raised will receive consideration.

S.

Letter to Secretary, S. B. A. of 18 April 1926.

5/5/26

O/c Sec.

I have now perused such previous correspondence
as you have been able to collect regarding the
Inter-Insular Mail Service. This included:-

mt. 206/1903 - F.I. Company agreement as to carrying
mails (and passengers) to West Falkland.
A subsidy of £30 a trip was paid.

mt. 489/1908
216/1910

Messrs. Salvesen's Contract re ss. "Columbus"
which proceeded from Stanley to Fox Bay
once in every four weeks, and from
Stanley for Port Stephens, Port Howard,
Mill Cove and West Point Island once in
every 3 months.

In this case a subsidy of £600 a year was
paid.

Subsequent Paper.

185/27.

Ms. 177/1914. Contract with Falkland Island Transport Company (W. Lonsdale & Co.) regarding employment of ss. "Falkland". It was stipulated that the Steamer should leave Stanley for Fox Bay not less than once in every four weeks, and within 72 hours after the scheduled time of arrival of the Royal Mail Steamer from England, and that once in every 3 months at such time as might be agreed upon between the Gov. and the Contractors the Steamer should include calls and reasonable stoppages at New Island, Port Stephens, Mill Cove and West Point Island. Subsidy in this case was £80 a month.

Mss 912/19
Go. 458/19

Request by F.I. Transport Company for increase of subsidy to £160 a month (£1920 a year), and consequent termination of contract.

2. It is clear that in the past the question of the West Falkland mail service has been a troublesome one, and this makes it all the more important that, now it has arisen again, it should be properly thrashed out.
3. The request made is put very briefly and is somewhat vague. The Executive Council of the Sheep Breeders Association ask for a regular monthly mail service with passengers accommodation during the period April to November between Stanley and West Falkland. This period coincides with that during which the Falkland Island Co's. "ss. Falkland" is normally laid up for the winter. (I understand, however, that had she not met with boiler mishap she would have been running all thro' this winter at any rate).

4. The Farmers on the West Falkland are deserving of as much help as we can give them in the way of communication in the winter, but now-a-days when we get a mail from Europe every three months only, ^{alone} postal traffic hardly justifies a monthly mail service locally. I should imagine that the volume of correspondence between Stanley and the West Falkland is insignificant? It would certainly not be an economic proposition to arrange for a boat to go to the West Island with say 20 or 30 letters only.

5. The request contains a reference to the mail carrying vessel being provided with passengers, accommodation. It would be useful to have some idea of what passenger traffic there would be during the winter months other than in connection with the S.F.C. mail boats. If a regular monthly mail service were organised, I foresee a possibility of the boat on occasions going out absolutely empty!

6. If a certain amount of freight could be guaranteed for each voyage, and a possibility of a reasonable number of passengers, the Government might be justified in approaching the Falkland Islands Company to maintain a service during the winter with the s.s. "Falkland" and paying them a small subsidy for the service. I very much doubt whether the Colony could afford to subsidise an outside firm which would be compelled to ask for a fairly heavy figure.

7. In considering the financial aspect of the question the following are some of the

points which occur to me :-

(a) The total population of West Falkland and all adjacent islands is 396 only

(b) The West Falkland Contribution to Revenue is not very large proportionally.

(c) In recent times, the West Falkland has had a great deal of assistance in respect of mails through the "Afterglow" and "Pleasant" being employed on the service. These boats are paid for by "Whales" not "Sheep"

8. ~~It was a matter for some examination whether~~
~~the situation was~~ In an endeavour to ascertain whether there were any additional factors — which as a newcomer I might have overlooked — and which might support materially the "said" request of the Sheep Breeders Association, I spoke to the Secretary of the Association (Mr. G. J. Jones) but he had no information on the subject. He told me, however, that Mr. R. Green Shields, the President, was expected in Stanley shortly, and would be in a position to give the full views of the Meeting at which the question was discussed. I saw Mr. Green Shields yesterday, but the sole argument he brought forward was that whereas a few years ago the West Island had a regular monthly service now-a-days great inconvenience was caused owing to the uncertainty and irregularity of communications. I informed him that this inconvenience was fully realised, and that the Government was anxious to do everything it ^{reasonably} could to improve the situation; at the same time, I reminded him that circumstances had altered somewhat in view of the regrettable fact that mails from England arrived now-a-days at irregular intervals, and then only about every three months.

9. I should be glad at this stage to have the views of the Hon. Mr. Craigie Halkett on this question. He has the advantage of long local experience, & particularly as Colonial Postmaster. Will you please

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refer this correspondence to him. It should be returned thro' the Acting Colonial Postmaster for any comments Mr. Farlow may care to make.

10. A statement showing the Expenditure in connection with West Falkland mails during the last 3 years would be useful and of interest, and might be prepared. If it can be done without very much labour I should like also a further statement setting forth briefly the arrangements made during this same period for the delivery and collection of W.F. mails.

J. V. 26.

Hon. Ch. Treasurer.

Referred accordingly.

GMLB

Dip. Sec.
10 June 1926

Expenditure in connection with West Falkland mails during the years 1923, 1924 and 1925 is shown as follows:-

Year 1923.....	£315--0--0
Year 1924.....	£289--0--0
Year 1925.....	£384--0--0

Statements showing mails conveyed to places on the West Falklands during the years 1923, 1924 and 1925 is attached hereto.

M. Craigie Harcourt
18th June 1926

Hon. Col. Sec,

3-9.

Statement of Expenditure on account of W.F. mails during the years 1923-25 is shown above. Statements are also attached showing mails conveyed to the W.F. during the same period.

2. Some years ago a regular monthly inter-insular mail service was provided but this was justified as that time we had a regular Ocean Mail Service. Since the Ocean Service has become irregular and infrequent a monthly inter-insular service does not appear to be required. From a postal point of view I do not consider that such a service would be justified as the quantity of local mails exchanged between the East and West Falklands is comparatively small.

3. During the period 1923-25 adequate mail communication was maintained with the W.F. Reference to the attached Statements show that in some instances several opportunities occurred during a month of sending and receiving mails. The facts shown discount any contention that there has been inadequate mail communication, on the contrary the argument that a regular monthly service should be provided is not supported.

4. I am of opinion that the question of mails is really a secondary consideration and that what applicants primarily require is a regular passenger service. Persons resident on the W.F., have undoubtedly been badly handicapped in this respect as in many instances vessels conveying mails cannot carry passengers. I refer to vessels other than the s.s. "Falkland". In my opinion a passenger service would be a boon during the winter months as it is only at the end of the Season that persons engaged in the Sheep Farming industry can come to Stanley. During the summer months the passenger traffic would be comparatively small. During the winter of 1925, residents experienced some difficulty in travelling between the W.F., and Stanley, in some instances persons desirous of coming to Stanley could not do so on account of the uncertainty of getting back. It will be noticed that applicants only ask for a regular service between April and November, this I think supports my opinion that a passenger service is mainly aimed at.

M. Craigie Hallett

June 27th 1926

Actg. Col. Postmaster.

Passed to you accordingly.

M. CH

June 27th 1926.

Hon. Col. Secy.

I can add nothing to the Hon.

Mr. Craig Hallett's minute.

I agree with him that the lack of travelling facilities is the actual foundation of the application, as there is no justification, in the face of the attached statements, for it as regards mail service.

L. Barlas

A. Postmaster

28th June 1926

V.C. Submitted by

G.H. 13

O/c Sect.

30 June 1926.

O/c Sect.

I attach a draft which can be typed, but please let me see the letter before it is signed

B.

8/VII/26

10-13 Letter to Mr. S. I. Turner dated 9. 7. 26.

V.C.

Letter submitted herewith.

G.H. 13

O/c Sect.

9. July 1926.

O/c Sect: Thank you. Let's may now go on

B.

9. VII. 26

Letter from Secretary, Sheep Breeders Assoc.
of 7 Sept. 1926.

144-15.

W. E. G.
Submitted

Ag. Colonel Postmaster

With reference to concluding lines
of Encl 15, was any payment made
in respect of all vessels mentioned in
Encl 10?

W. E. G.
Present
9 Sept 1926.

Hon. Col. Secy.

The attached statement shows the
amounts paid locally for carriage of mail to West
Island. No payment would appear to have been
made to the owners of the "Morven".

W. Barlas
Ag. Col. Postmaster
18. 9. 26.

Hon. M. C. Craigie Halkett,

Can you say if there are outstanding
payments due to the owners of the "Morven".

W. E. G.
Present
21 Sept 1926.

Hon. Col. Secy.

I know of no outstanding
payments due to the owners of the
"Morven". The owners have made no
demand for payment (see Section 7
of Ordinance 10 of 1898)

M. Craigie Halkett
21. 9. 26

Y.C. Submitted.

M.H.

On/Sept

22 Sept 1926.

M.H.

See M.P. 380/26.

1. The Sheep Breeders' Association, in their letter of the 7th Sept. introduces an entirely different question from that being dealt with on this M.P. They now enquire as to possibilities of getting an improved Ocean mail Service. A relevant extract from their letter should be made and registered separately. The fresh issue raised will require very careful consideration, and it will be necessary to look up previous correspondence.

2. As to the improved Inter-insular Service asked for, I attach hereto a letter with Enclosures from the Hon H.R. Gresham, Manager of the F.I.C. from which it will be seen that the Company are circulating their Clients - who include practically all the farmers in the Colony - asking for an undertaking that all produce will be shipped exclusively by their vessels. Eleven farmers have already signed this Contract, and Mr. Gresham anticipates that all their other Clients will follow suit. This means that should the vessel carrying out the inter-insular Service be other than a F.I. Company boat, there will be freight for her. Furthermore, I am given to understand that any competition with the Company's two boats - the "Falkland" and "Gwendolin" would inevitably lead to the withdrawal of one if not both of them, as even with their

present monopoly the boats do not pay their way.

3. I have come to the considered opinion that the only course open to us at present is to approach the F.I. Company, explain the representations of the Sheep Breeder's Assn., and enquire whether they would be prepared to maintain a regular monthly service during the winter months, and if so, on what conditions and terms.

4. As soon as you have had an opportunity of studying the correspondence, I should like to discuss it with you.

~~6~~ Oct. 1926

Memo. on verbal discussion between

G. L. V. and Manager F.I. Co. ... ref

25-21

^{ye} Skilled. I have spoken with G. L.

in this matter and have kept G. L. informed from time to time of the progress of my conversations with the Manager of the F.I. Co.

2. During the present year at any rate the Falkland Is. Co. would be able to provide a regular monthly service to the West Falkland during the winter months. The "Falkland" will

to running, it is anticipated, on the Company's
business until the end of June whereafter
it will be laid up until October - in
the meantime, however, it has to be overhauled
& process expected to take about two months.

3. The Manager of the Filled Tanks
Coys. states that during this period from June
to October in the present year he could
manage to put on two scheduled voyages
of the "Filled" to the East Falkland even
though he is doubtful whether the traffic
offering will justify the outlay. The suggestion
as the basis of a subsidy that the
Govt reimburse the Company is actual running
costs less any receipts from passengers or
freight carried.

4. At present prices he estimates the

rescued out to port with an empty ship
at approximately £300 per voyage to the West Falkland
calling at Fore Bay and the other boats e.g.
Port Howard at Ball Bay, or Port Stephens and
Charleston. If Fore Bay alone is visited for the
direct voyage from Stanley at which time the cost would
be reduced to a minimum of £190 with an
empty ship.

5. I am of opinion that a monthly service
to the West Falkland is entirely to be justified by
the traffic offering, and that all needs of the
farmers on the island during 1927 should be fully
met by the "Falkland" and other auxiliary
craft except during the four months from July to
October. Even during this period I very much doubt
whether a monthly service will be justified and I
would suggest that as a trial the farmers on
the West Falkland might be offered two voyages.

6. I fear also that the traffic to be
conducted will not justify the expense of calling

I agree
12

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at more than one port on the basis
of the F.I. Company's schedule. As two voyages
if arranged could in fact save the between
Italy at Free Hay and return direct.

7. In addition to these voyages of
the "Pallant" it will be possible to arrange
for the prompt delivery of mails to the
West Pallant by the auxiliary craft to which
I have referred above.

8. I write a draft letter in reply to
note 15-12.

for

19. 1. 27.

1. I wish to thank you for the
trouble and care you have taken in
connection with this question. I appreciate, too,
the assistance which you have informed me
has been rendered by the Managers of the
Falkland Island Company.

2. I have amplified your draft letter slightly
and in particular have added a reference to
the suggestion contained in para. 2 of note 15.

19 Jan. 1927

4. 19. 2. 27
p. 20. 1. 27.

Letter from Secretary S. Z. Assoc. of 27/1/27.30.

G. L. Schmitt.

7. 2. 27.

Hel. Further communication from the S.B.A. can now be awaited.

8 Decy. 1927

4. 9. 3. 27

Le 18. 2. 27.

4. 9. 4. 27

Le 9. 3. 27.

Hel. As no reply has been received yet a formal reminder might now be sent

33 March, 1927

Letter to Mr. G. I. Turner - 23.3.27.

" " " " " 24.3.27.

31.

4. 12. 4. 27.

32.

Le 23. 3. 27.

G.E. has 32 sheets of information.

1 with 6.1. ~~20~~ 17. 4. 27.

Jul

24. 3. 27.

28 March, 1927.

f 17. 4. 27.

b 25. 3. 27.

f 3. 5. 27.

b 19. 4. 27.

33. Letter from Secretary, F.I. Sheep Breeders Assoc. of 29 Apr 1927.

V.P.
Submitted.

2. The suggestion put forward in Red 33 is somewhat vaguely expressed. But I understand from conversation with Mr. Garrow that the farmers are anxious that two winter voyages should be provided even at the cost of £190 a voyage. They consider, however that a lower subsidy

might be arranged.

3. The basis on which the subsidy of £190^{harkness} proposed is clearly stated in paras 3 & 4 of Your Excellency's minute of 19th Jan'y 1927, and the suggestion made by the Association does not add anything to the consideration which has already been given to the question.

4. With Your Excellency's approval I will explain to the Association that the subsidy of £190 proposed is based on the actual running cost of an empty ship, that it is the maximum expenditure which would be borne by the Government in ~~this~~ respect of each of the voyages and that it may be found possible to reduce the expenditure involved in this connection. I would also add the request to be informed whether in the light of the further explanation given, the Association is desirous that the Government should proceed with arrangements for providing the two voyages in question.

W. H. B.

Dir Sec

7 May 1927

C.S.O. No. 219/26.

Inside Minute Paper.

Sheet No. 9.

Off. H. Sub.

I should like in the first place to
discuss this with the H. H. R. person, H. L. C.,
at Manager of the F. I. Co.

6/1. against this return for the Clerk 14. 5. 27
for
3 5. 27

G. L.

Schattner with a draft

Letter is reply to reel 33.

for C.S.

approval.

A. H.

Just

19. 8. 27.

(10/27)
8

34-35. Letter to Mr. G. J. Turner, 20/8/27.

4 25. 10. 27.

12 25. 8. 27.

19/6/27



Port Stanley

Falkland Islands

April 27th 1926.

Sir:-

At a meeting of the Executive Council of the Falkland Island Sheep Breeders Association held this morning, it was decided to approach the Colonial Government with reference to a regular monthly mail service with passenger accommodation to and from the West Island during the period from 1st April to November.

It was considered by the Association it would be for the welfare of the whole Islands if this could be arranged.

I am, Sir,

your obedient servant

B. J. [Signature]
Secretary

Hon

Colonial Secretary

Stanley.

219/26.

18th May,

26.

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 27th of April, and to inform you that the question raised by the Falkland Islands Sheepbreeders Association, concerning the provision of regular steamship communication between the East and West Falklands will receive consideration.

I am,

Sir,

Your obedient servant,

for Colonial Secretary.

G. I. Turner, Esq.,

Secretary,

Sheepbreeders Association,

Stanley.

STATEMENT OF MAILS CONVEYED TO WEST FALKLAND
DURING 1923, 1924 and 1925.

	1923.	1924.	1925.
<u>April</u>	(2 (Afterglow (Falkland	2 Falkland Afterglow	2 Austral Falkland
<u>May</u>	(1 (Falkland	1 Afterglow	1 Falkland
<u>June</u>	(1 (Falkland (	1 Falkland	2 Afterglow Gwendolin
<u>July</u>	(1 (Gwendolin (	1 Afterglow	2 Afterglow Morven
<u>August</u>	(1 (Afterglow (	3 Gwendolin Falkland Gwendolin	1 Afterglow
<u>September</u>	(1 (Afterglow (	2 Afterglow Gwendolin	1 Afterglow
<u>October</u>	(3 (Afterglow (Gwendolin (Falkland (	2 Afterglow Gwendolin	4 Morven Afterglow Morven Afterglow
<u>November</u>	(1 (Falkland (	1 Falkland	3 Afterglow Falkland Afterglow
<u>TOTAL FOR 8 MONTHS :-</u>	11	13	16

EXPENDITURE 1923	-	£ 315. 0. 0.
" 1924	-	£ 289. 0. 0.
" 1925	-	£ 384. 0. 0.

LIST OF MAILS CONVEYED TO WEST FALKLAND, 1925.

DATE.	NAME OF VESSEL	PLACE.
Jan: 2nd	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble Spring Point.
Jan: 13th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, New Is. West Point, Saunders, Pebble.
Jan: 19th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Carcass, New Is. West Point, Pebble.
Jan: 30th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Wedde Beaver.
Feb: 5th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
Feb: 9th	Falkland	Port Howard.
Feb: 10th	Emma	Fox Bay, P. Stephens, Weddell
Feb: 17th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Saunders, Pebble.
Feb: 26th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, West Point, P. Stephens, Weddell, Saunders.
April 1st	Austral	P. Howard, Chartres, Hill Cove.
April 9th	Falkland	Fox Bay, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.

1925 continued.

DATE.	NAME OF VESSEL.	PLACE.
May 6th	Faliland	Fox Bay, Roy Cove, Hill Cove, P. Howard, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble Spring Point.
June 8th	Afterglow	Fox Bay. P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, West Point, Saunders, Pebble, Spring Point.
June 20th	Gwendoline	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Carcass, West Point, Saunders, Pebble, Spring Point.
July 3rd	Afterglow	Fox Bay, Chartres, Saunders.
July 8th	Morven	P. Stephens, New Is. Weddell. Beaver.
August 20th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
Sept: 9th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
Oct: 5th	Morven	Fox Bay.
Oct 5th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, West Point, Saunders, Pebble, Spring Point.
Oct: 26th	Morven	Hill Cove, Saunders, Pebble.
Oct: 28th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Weddell, Beaver, Pebble.

1925 continued.

DATE.	NAME OF VESSEL.	PLACES.
Nov: 9th	Afterglow	Fox Bay, Hill Cove, Spring Point.
Nov: 11th	Falkland	Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble Spring Point, P. Howard.
Nov: 27th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres.
Dec: 7th	Falkland	Fox Bay, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, West Point, Saunders, Pebble, Spring Point.

(6)

LIST OF MAILS CONVEYED TO WEST FALKLAND, 1924.

DATE.	NAME OF VESSEL.	PLACES.
Jan: 9th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Carcass, P. Stephens, Weddell, Beaver, Pebble, Spring Point, Saunders, West Point.
Jan: 18th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
Feb: 9th	Afterglow	P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Pebble,
Feb: 13th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, New Is. Saunders, Weddell, Beaver, Pebble, West Point, Spring Point.
March 7th	Falkland	Port Howard.
March 18th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Weddell, Pebble.
April 10th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, New Is, West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
April 15th	Afterglow	Fox Bay, P. Howard.
May 13	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Carcass, P. Stephens, West Point, Pebble, Saunders, Spring Point.
June 5th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, New Is. P. Stephens, Carcass, West Point, Saunders, Weddell. Beaver, Pebble, Spring point.

(5)

1924 continued.

DATE.	NAME OF VESSEL.	PLACE.
July 7th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens Carcass, New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
August 3rd	Gwendolin	Fox Bay. Port Howard.
August 19th	Falkland	Fox Bay.
August 19th	Gwendolin	Hill Cove, Weddell, Beaver, Pebble.
Sept. 12th	Afterglow	Roy Cove, Caracass, West Point, Pebble, Jason Guard.
Sept. 13th	Gwendolin	Fox Bay
Oct: 7th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Carcass, West Point, Saunders, Pebble Spring Point.
Oct: 18th	Gwendolin	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, New Is. P. Stephens, Weddell, Beaver, Spring Point.
Nov: 15	Falkland	Fox Bay, P. Howard, Roy Cove Hill Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Pebble Saunders, Weddell, Beaver, Spring Point.
Dec: 5th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Carcass, West Point, Saunders, Pebble., Spring Point.

(4)

LIST OF MAILS CONVEYED TO WEST FALKLAND, 1923.

DATE.	NAME OF VESSEL.	PLACES.
Jan: 1st	Afterglow	Weddell, New Is, P. Stephens, Carass West Point, Beaver.
Jan: 2nd	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Saunders, Spring Point, Pebble.
Jan: 12th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, carcass New Is. West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
Jan: 30th	Falkland	Fox Bay, P. Howard.
Feb: 9th	Falkland	Fox Bay, Roy Cove, Hill Cove, Chartres, P. Howard, P. Stephens, Carcass, New Is West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
March 6th	Falkland	Fox Bay, Roy Cove, Hill Cove, New Is. P. Stephens, Saunders, Weddell, Beaver.
April 7th	Afterglow	Jason Guard, Fox Bay, P. Howard, Hill Cove, Roy Cove, Chartres, New Is. P. Stephens, Carcass, West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
April 23rd	Falkland	P. Howard, Roy Cove, Chartres, New Is P. Stephens, Carcass, Saunders.
May 19th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove Chartres, P. Stephens, Caracass, New Is West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
June 6th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove Chartres, P. Stephens, Carcass, New, Is West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
July 18th	Gwendolin	Jason Guard, Fox Bay, P. Howard, Hill Cove, Roy Cove, Chartres, P. Stephens, Carcass, New Is. West Point, Saunders, Weddell, Beaver, Spring Point.
July 20th	Karina Kirston	Pebble Is.

1923 continued.

DATE	NAME OF VESSEL	PLACES
August 28th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, Caracss, P. Stephens, New Is. West Point, Saunders, Weddell, Beaver, Spring Point, Jason Guard.
Sept: 1	Karina Kirston	Pebble Is.
Sept: 29th	Afterglow	Fox Bay, Chartres.
Oct: 10th	Afterglow	P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, Pebble, Carcass, West Point, Saunders Pebble.
Oct: 11th	Gwendolin	Fox Bay, P. Stephens, New Is. Weddell, Beaver, Spring Point,
Oct: 29th	Falkland	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, P. Stephens, New Is. Saunders, Beaver, Pebble.
Novbr: 17th	Falkland	Fox Bay, P. Stephens, New Is. P. Howard, Roy Cove, Hill Cove Chartres, Caracss, West Point, Saunders, Weddell, Beaver, Pebble, Spring Point.
Decbr: 6th	Falkland	Fox Bay, Roy Cove, Hill Cove, Carcass, Saunders.
Decbr: 14th	Afterglow	Fox Bay, P. Howard, Roy Cove, Hill Cove, Chartres, New Is. P. Stephens, Carcass, West P. Beaver, Pebble, Spring Point.

219/26.

13
9th July, 26.

Sir,

In continuation of my letter of the 18th of May on the subject of the representations of the Falkland Islands Sheep Breeders' Association as to a regular mail service, with passenger accommodation, to and from the West Falkland during the period from April to November each year, I am directed by the Acting Governor to inform you that the question has been the subject of careful enquiries, and has necessitated research into previous correspondence in connection with the inter-insular mail services subsidised by the Government for several years prior to 1919.

2. His Excellency desires me to state that the present inconvenience as regards communications between the East and West Falkland is fully realised and the Government is anxious to do everything it reasonably can to improve the situation. It is clear from past experience, however, that the establishment of a regular mail service such as is contemplated must perforce entail somewhat heavy expenditure/

G. I. Turner, Esq.,
Secretary,
Falkland Islands Sheep Breeders' Assocn.,
S T A N L E Y.

expenditure, and it is essential, therefore, that the question should be reviewed from all points of view.

3. As far as mails are concerned, the amount of local postal traffic between the two islands is comparatively insignificant, and can hardly be viewed as justification for the employment of a regular vessel for this service alone. Regarded, therefore, solely from the postal point of view, an inter-insular mail service is necessary only in connection with the ocean mail service. Unfortunately, this latter now runs at infrequent and irregular intervals, - on many occasions three months elapsing between arrivals. Nevertheless, as your Association is aware, every possible opportunity is taken by the Government to maintain postal communication, and the attached statement of mails conveyed to the West Falkland during 1923, 1924 and 1925 may prove of interest as indicating that during the last three years no month has passed without a mail delivery.

4. In your letter of the 27th of April, reference is made to the proposed regular mail service providing as a secondary feature facilities for passenger traffic. In this connection His Excellency would be glad to learn whether the Sheep Breeders' Association is in a position to furnish any approximate estimate of the amount of traffic of this nature for which it would be necessary to cater each month.

5. Similarly, it would be of the greatest assistance in the consideration of the question at issue to

know/

know whether or not any quantity of freight would be forthcoming during the period referred to. It is understood that normally this is comparatively negligible but the Association is no doubt able to furnish more exact particulars and, what is of more importance, may be in a position to state whether there would be any reasonable prospect of regular cargoes being available in the future.

6. It is evident, therefore, that as the necessities of the postal service alone do not warrant a local mail service except in connection with the ocean mail service, such a local service run monthly would not be an economic proposition unless there was some guarantee of cargo and a reasonable prospect of a number of passengers each voyage.

7. His Excellency feels sure that the Sheep Breeders' Association will fully appreciate the situation and would be glad to have its further views after consideration of this letter.

I am,

Sir,

Your obedient servant,

G. L. Brown.

for Colonial Secretary.



Port Stanley

September 7th 1926.

Sir:-

Referring to your letter No 219/26 of the 9th July on the subject of a regular mail service to and from the West Falkland, the Association beg to thank His Excellency for the interest he has taken in the matter.

2. The Association note that the Government are anxious to improve the situation and they are fully aware that the mail service would incur somewhat heavy expenditure, and suggest this additional expenditure might be met from the interest accruing on Land Sales Fund.

3. They also recognise that the "Afterglow" was a great benefit and fully realise she was not here for the various services she performed, but practically did what they are asking for at present, and that a boat slightly larger with passenger and cargo accommodation would meet their wishes. In connection with the ocean mail service which is now run at such infrequent and irregular intervals, would it be possible for the Government to communicate with other Steam Ship Companies with a view to a new regular mail service to and from Europe to be subsidised by the Local and Home Government. The Association would be pleased to learn what vessels have been credited with the various amounts as shown in your statement for the years 1923, 1924 and 1925.

See
M.P.
380/26

2.

4. In connection with the passenger traffic, the Association give as an estimate an average of about twenty five passengers monthly around the Islands.

5. With regard to freights, under the present conditions it is impossible to promise any freights, unless the Government can make arrangements for the shipment of produce out of the Colony.

I am, Sir

Your obedient servant

H. J. Currier
Secretary

Hon

Colonial Secretary

Stanley.

Carriage of Mails to West Falkland, 1923, 1924 2nd 1925.

Payments made in 1923.

February.	s.s."Falkland"	£25. 0. 0.
June.	-do-	55. 0. 0.
December.	H.M.C.S."Afterglow"	235. 0. 0.
		<hr/> £315. 0. 0.

Payments made in 1924.

January.	SS."Falkland"	£ 25. 0. 0.
"	(At Fox Bay)	5. 10. 0.
March.	H.M.C.S."Afterglow"	30. 4. 0.
July.	Carting mails at Fox Bay ex Falkland & Afterglow.	2. 0. 0.
December.	H.M.C.S."Afterglow"	222. 0. 0.
"	Carriage of mails between Public Jetty & Post Office)	5. 0. 0.
		<hr/> £ 289. 14. 0.

Payments made in 1925.

December.	H.M.C.S."Afterglow"	£ 384. 0. 0.
	Payment to P.I.s. Co. for mails carried by their vessels during 1925. (No names of vessels mentioned) C.S.562/24)	20. 0. 0.
		<hr/> £ 404. 0. 0.

Specimen (sent to all Clients.)

17

To THE FALKLAND ISLANDS COMPANY, LIMITED,
LONDON.

In consideration of your agreeing to convey to Port Stanley, warehouse there if necessary, and ship by the Pacific Steam Navigation Company's steamers the produce from $\frac{\text{my}}{\text{our}}$ Station at the rates given below, $\frac{\text{I}}{\text{we}}$ undertake to ship same exclusively by your vessels, it being understood that the Company will not be held responsible for the Act of God, Perils of the Sea, Fires, Strikes, Lockouts, or disturbance beyond its control.

The rates above referred to are as follows:—

			Weight	Measurement
* WOOL & SKINS	...	...	{ ... £5 per 1000. or £4.	£1.13.4 per 40 cu. ft.
TALLOW	...	...	£2.10/-	—
HIDES	...	...	£2.10/-	—

Dated the day of 1926.

Signature

* The difference of £1 - depends on what facilities, such as jetties, scows, etc, exist at Port of shipment.

W. H. B. 2

THE FALKLAND ISLANDS COMPANY, LIMITED.

61, GRACECHURCH STREET,

LONDON, E.C. 3.

16th July, 1926.

FALKLAND ISLANDS COASTWISE SERVICE.

DEAR SIR,

The past twelve months have proved a period of exceptional expense, difficulty and anxiety for the Board of this Company consequent on the breakdown—through causes entirely beyond its control—of the two vessels on which it relies to carry out the coastwise service of the Islands. The inconvenience thereby occasioned to Station holders, in common with those on the Company's Sections, is a matter of much regret to the Directors. It will, however, no doubt be appreciated that, although under no contract to do so, the Company has done all in its power to mitigate this by chartering the available schooners for the delivery of urgently required stores and the collection of produce.

It is satisfactory to be able to report that the new boiler now being fitted to the s.s. "Falkland" is one of considerably higher efficiency than that originally in the steamer, and that when installed it should make the vessel thoroughly reliable for many years to come.

The service has been provided by the Company for four years past for all alike, at bare cost, no profit whatever having been taken. Its continuation under such conditions has had anxious consideration, and while it is clear that to conduct this trade on a proper business footing some increase in rates is demanded, the Board has nevertheless decided to make no change for the coming

(18)

season provided that it receives the assurance from all of their exclusive support as regards the shipment of produce

It should be clearly understood that the maintenance of a steamer like the "Falkland," on account of the local circumstances, is not, and can never be, an economical proposition. Believing, however, that her withdrawal, with the consequent possibility of reverting to the schooners as the only means of communication, would be generally regarded with dismay, the Company is prepared to continue to contribute its share, which is by far the largest, of the running costs.

A point which should not be lost sight of by Clients is that the rates charged not only include the conveyance of produce to port Stanley but also the cost of receiving there, storage—often for an indefinite time—delivery to craft, lightering and delivery to Pacific Steamer.

In order that the best possible terms may be arranged with the Pacific Steam Navigation Company when the contract with that Company comes up for renewal in October next, it is important to indicate the approximate total produce to be conveyed. I shall therefore be obliged if you will sign and return to me the form enclosed as soon as possible.

Yours faithfully,

For THE FALKLAND ISLANDS COMPANY, LTD.

E. B. GODDARD,

Managing Director & Secretary.

Stanley.

25th September, 1926.

(72)

Dear Governor,

With reference to our conversation of the other day, I enclose a Circular which is being sent out to Clients, or, rather ^{to} those who have not signed the Contract at home.

The following have signed:-

J.L. Waldron, Limited.	Pebble Island.
W.K. Cameron.	Packe Brothers
Stickney Brothers	Ballion and Stickney
W.D. Benney's Estate.	Holmsted and Blake, Ltd
B. Browning.	A.F. Cobb.

H.G. Cobb. (Lively).

From the list as above we notice that Port Stephens is not included, but, this must mean that Mr Dean was not well enough to sign, recently having ~~xxxx~~ undergone a serious operation. A Contract for signature by Mr Robertson is not sent us by London, therefore it can be taken that he agrees.

Yours sincerely,

W.H. B. Graham.

His Excellency

The Acting Governor.

Palkeland calling Port Howard, Fox Bay, Port Stephens,
Charter and Hill Cove.

Estimate (Rough)

460 Miles steaming.

35 Tons Coal @ £5. = £175.

Wages for 8 days = 64.

Provisioning do = 24.

£263

Re WINTER COMMUNICATIONS WITH WEST FALKLANDS.

QUESTIONS.

1. When will the "Falkland" make her last trip this season to the West. e.g. May 1927.?
 2. When will she make her first trip to the West at the beginning of next season. ? e.g. September 1927.
 3. For what period in the interval will she be laid up for overhaul.?
 4. What dates during such interval, i.e. from May to September, having regard to period of laying up, will be the most convenient for trips - two - to the West ? e.g. Middle of July or end of August.
 5. On such trips ~~made~~ at what ports would it be best to call and to what would the rough cost amount ? e.g. Port Howard, Fox Bay, calling once at Chartres, once at Hill Cove. From X to Y periods dependent on call.
 6. Any general observations or projected Winter service to West.
-

GENERAL OBSERVATIONS.

Deviations for special purposes e.g. to Islands or Ports on East Falklands particularly San Carlos, and Salvador Ports - who is to pay ? A deviation to San Carlos on a voyage from Port Howard to Hill Cove would involve an expenditure of £5 to £6 in coal alone.

Suggest voyages should be definitely arranged between Government and Falkland Islands Co.Ltd. and any ordinary deviations referred to Government for their decision. Any other deviations on voyage - as ~~for~~ serious medical cases - at Master's discretion.

We need the Government to back our refusals to deviate unnecessarily i.e. without adequate grounds arising from lack of foresight and forethought on the part of Farm Managers etc. On the other hand, deviations found necessary and in emergency en voyage should not require Government approval beforehand. This would involve communicating with Stanley and consequent delays which might easily be serious.

If there is cargo to be taken out or brought in, we suggest deducting the amount of freight from the total cost of the voyage, adding £25 per day plus cost of £1 to £2 tons of coal per day for each extra day incurred through delay caused by handling cargo.

(24)

ANSWERS TO MEMO FROM GOVERNMENT re
WINTER COMMUNICATION WITH WEST FALKLANDS.

1. Last voyage of "Falkland" this season - say end of June 1927.
2. First voyage to West Falklands - end of October 1927.
3. Usual practice has been for overhaul to be spread over the whole interval with a minimum of labour employed.
Estimated time required - up to 2 months - but can be arranged into two periods (or more) of three to four weeks each.
4. Convenient dates for projected service - Early August and early or mid September.
5. Suggested itinerary - (1) August. Fox Bay, Port Stephens & Chartres. (2). September. Fox Bay, Port Howard and Hill Cove, or vice versa as required - order of Ports may be reversed if considered necessary.

Approximate cost of voyage No. 1 & 2 respectively £305 and £290.
Details of cost as follows. Estimated duration of voyage - 7 days including 2 days preparing for sea, bunkering and raising steam from cold boiler.

No allowance made for bad weather but one day for each port plus Stanley sailing and arrival days considered generous allowance - if no cargo offering.

<u>Voyage 1.</u>	Distance 414 miles. Coal @ 20 miles per ton =	21 tons.
	Coal in ports	<u>5 ..</u>
	Total -	<u>26 tons.</u>

Average running cost exclusive of coal, £25 per day.

7 days @ £25 per day	£ 175
26 tons coal @ £5 per ton.	<u>130</u>
	<u>£ 305.</u>

Voyage No 2. Distance 356 miles = 18 tons coal & 5 tons in ports.

7 days @ £25 per day.	£ 175
23 tons coal @ £5 per ton.	<u>£ 115</u>
	<u>£ 290</u>

Note. Coal cost may possibly be reduced by 20 to 25% by July.

CARRIAGE OF MAILS TO WEST FALKLAND, 1923, 1924 and 1925.

Payments made to H.M.C.S. "Afterglow".

1923	...	...	...	...	...	£ 235. 0. 0.
1924	...	...	...	...	...	£ 252. 4. 0.
1925	...	...	...	...	...	£ 384. 0. 0.
						£ 871. 4. 0.

Payments made to s.s. "Falkland and other vessels of F. I. Company.

1923	...	...	...	...	...	£ 80. 0. 0.
1924	...	...	...	...	...	£ 25. 0. 0.
1925	...	...	...	...	...	£ 20. 0. 0.
						£ 125. 0. 0.

Other expenditure in connection with handling and carting of mails at Stanley and Fox Bay						£ 12.10. 0.
						£1008.14. 0.

219/26.

19th January, 27.

Sir,

With reference to your letter of the 7th of September, 1926, and to previous correspondence relative to the provision of a regular mail service with passenger accommodation between Stanley and the West Falkland during the winter months in each year, I am directed by the Acting Governor to inform you that it has been ascertained that in all probability the s.s. "Falkland" of the Falkland Islands Company will be making voyages to the West Falkland in the ordinary course of business up to the end of the month of June, 1927, and will thereafter make her first voyage in the coming spring towards the end of the month of October, 1927.

2. I am to say that it is anticipated accordingly that a normal mail and passenger service will be provided in this manner throughout the current year except during the four months from July to October.

3. I am further to inform you that His Excellency has given the representations made by your Association in this connection most earnest attention but has come to/

G. I. Turner, Esq., J.P.
Secretary,

Falkland Islands Sheep Breeders Association,
S T A N L E Y.

to the conclusion that the volume of traffic to be carried during the above period of four months is unlikely in present circumstances to justify the expense entailed by the provision of a monthly service such as your Association suggests.

4. I am to add, however, that His Excellency is desirous of improving communications with the West Falkland in every way practicable and is prepared in the first instance to enter into an arrangement with the Falkland Islands Company for two specially subsidized voyages of the s.s. "Falkland" during the above period from Stanley to Fox Bay and return. It is estimated that the cost of each voyage as above would be about £190.

5. I am to suggest that convenient dates for these two voyages would be at about the middle of July and the end of August, 1927, and I am to ask for your observations on this proposal.

6. I am to point out that in addition to the visits of the s.s. "Falkland" to the West Falkland there is also the service provided by auxiliary craft, and I am to say that every possible use of such craft will be made at all times to ensure the more rapid delivery of the mails when no sailing of the s.s. "Falkland" is from any cause in immediate prospect.

7. I am also to add that the matter of an improved ocean mail service to which reference is made in your letter under reply is receiving separate consideration.

8. I am to enclose a statement as requested by you showing the amounts credited to the several vessels employed in carrying the mails to the West Falkland during the years 1923, 1924, and 1925.

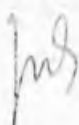
- 3 -

9. With reference to the suggestion contained in paragraph 2 of your letter that any additional expenditure entailed in the provision of increased inter-insular communications should be met from the interest accruing from the Land Sales Fund, I am to say that this would appear to have been put forward under a misapprehension. It will be seen from the Annual Estimates of the Colony that this interest is credited to General Revenue from which the normal Expenditure of the Colony has to be met.

I am,

Sir,

Your obedient servant,



Acting Colonial Secretary.

●Falkland Islands Sheep Breeders Association.

Telegraphic Address—
"Ornum," Stanley.

Code—Bentleys.

PORT STANLEY,
FALKLAND ISLANDS.



January 27th 19 27

Sir:-

I have the honour to acknowledge the receipt of your letter No 219/26 bearing date of the 19th inst in connection with the provision of a regular mail service between Stanley and the West Falkland during the winter months in each year, the said letter will be laid before the next meeting of the Association.

I am

Sir

Your obedient servant

B. J. Lawrence
Secretary

Hon,

Colonial Secretary
Stanley.

219/26.

23rd March, 27.

Sir,

I am directed by the Acting Governor to refer to your letter of the 27th of January, 1927, relative to the request put forward by your Association for the provision of a regular mail service with passenger accommodation between Stanley and the West Falkland during the winter months in each year, and to enquire when I may expect to receive, for His Excellency's consideration, the observations of your Association on the proposal made in this connection in paragraphs 4 and 5 of my letter No. 219/26 of the 19th of January, 1927.

I am,

Sir,

Your obedient servant,

J. I. Turner
2

Acting Colonial Secretary.

G. I. Turner, Esq., J.P.

Secretary,

Falkland Islands Sheep Breeders Association,

STANLEY.

(82)

Falkland Islands Sheep Breeders Association.

Telegraphic Address—
"Ornum," Stanley.

Code—Bentleys.

PORT STANLEY,
FALKLAND ISLANDS.

March 24th 1927

Sir:—

I have the honour to acknowledge the receipt of your letter No 219/26 of the 23rd inst in connection with the provision of a regular mail service with passenger accommodation between Stanley and the West Falkland during the winter months in each year.

With regard to your enquiry as to when you may expect a reply to paragraphs 4 and 5 of your letter No 219/26 of the 19th January, I beg to advise you the Association expect to meet just before the homeward mail in April, a definite date cannot be fixed until the probable date of arrival of the members from the camp

I am,

Sir

Your obedient servant

B. J. Lawrence
Secretary

Hon
Colonial Secretary
Stanley.

Falkland Islands Sheep Breeders Association.

Telegraphic Address—
"Ornum," Stanley.

Code—Bentleys.

PORT STANLEY,
FALKLAND ISLANDS.

April 29th 19 27

Sir:-

Referring to your letter No 219/26 of the 23rd March in connection with the provision of a regular mail service with passenger accomodation between Stanley and the West Falkland during the winter months in each year and regarding your proposals made in paragraphs 4 and 5 in your letter No 219/26 of the 19th January, 1927. I beg to advise you that the Association met on the 20th Inst, and they consider that the charge of £190 per voyage is excessive and would like to suggest, in the event of no other vessel being obtainable at a cheaper rate within a fortnight of the dates mentioned, if the boat chartered takes freight and passengers to other ports on the East or West Island or Islands, that the subsidy should be reduced in proportion to the freight carried.

I am

Sir

The

Hon Colonial Secretary

Stanley.

Your obedient servant

L. J. Munn
Secretary

219/26.

20th August, 27.

Sir,

With reference to your letter of the 29th of April, 1927, on the subject of a regular mail service with passenger accommodation between Stanley and the West Falkland during the winter months in each year, I am directed by the Governor to inform you that as you are no doubt aware the s.s. "Falkland" of the Falkland Islands Company made a voyage to the West Falkland towards the end of the month of June last and that it is understood that she will be making further voyages to the West Falkland at the beginning of September and at the end of October, next.

2. I am to say that these voyages are being made in the ordinary course of business and that in consequence no occasion has arisen for the payment of a subsidy on this account from Government funds. I am to explain, however, that it was the intention in any case that all receipts taken on any particular voyage should have been deducted from the maximum subsidy of £190 payable for an empty ship as is suggested by the Sheep Breeders' Association in your letter under reply.

3. I am to add that the delay in replying to your letter above quoted is due to the fact that it has not been practicable to ascertain earlier the

projected/

G. I. TURNER, ESQ., J.P.,
SECRETARY,
FALKLAND ISLANDS SHEEP BREEDERS' ASSOCIATION,
STANLEY.

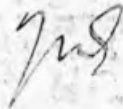
projected sailings of the s.s. "Falkland" during the current winter.

4. I am further to add that the matter of the improvement in future years of the mail and passenger service between Stanley and the West Falkland during the winter months and throughout the year will receive His Excellency's close and personal attention and that it is confidently expected that it may be possible before long substantially to meet the representations of your Association in this regard.

I am,

Sir,

Your obedient servant,



Colonial Secretary.