

Copies of Telegrams and
Cases: between F.I.C. Agency and P.S.N.C.

March 15th 13

The Pacific Steam Navigation Company,
Liverpool.

Dear Sirs,

It is preferable that I should reply separately to that part of your letter of February 8th dealing with salvage and the position taken by the Receiver of Wrecks in the case of the Oravia.

The Directors of the Falkland Islands Company wrote me fully on the matter and by this mail I am giving them full explanations. Seeing that this question involves a judgement upon my actions as Manager of the Falkland Islands Company and Lloyds Agent, you will realise that such explanations must be given in the first instance to the Directors of this Company, and that I leave it to them to communicate to you on the general question in whatever terms they may deem fit.

On matters of detail, that is to say the special articles salvaged I will explain as follows :-

GOODS EX BAKER'S SHOP. Were salvaged through several sources, the

Samson, Whaling Vessels, Penguin and small cutter boats. The goods were partially saturated with water, some were brought in loose some goods packed in brown canvas kit bags, all thrown together anyhow. They were placed in the charge of the Receiver of Wrecks, dried and sorted for sale. As soon as practicable they were sold by auction, and some of the articles realised higher prices than they could have been bought for on board even. If you can picture ladies blouses being wrapped up with loose sweets and chocolates partly saturated with water you may wonder how they realised anything at all. The total amounted to over £100, and I can safely say that if the Receiver had not taken charge of these goods and gone to all the personal trouble he did, you would not have received more than a quarter of that sum.

BOATS. Six were brought by the whaler Paal and two by the Samson, and handed to the care of the Receiver of wrecks who had them stored for safety in the Naval chamber. I may say here that had we protested, we should not have been allowed the advantage of the shelter thus afforded. Your Company have on the whole benefited over this matter - I had the boats valued by Capt. Thomas and the Receiver suggested that that value should be the reserve price, but as I intended buying them for your account I demurred to this. You will have seen that we bought them for you for less than Capt. Thomas' valuation; you have therefore secured them at a low figure and the amount that can be claimed for salvage is also reduced.

SHIPS, GEAR, ETC. A list of all this has been sent you- the articles were salvaged by various agencies, the Harbour Master, Colonial Engineer Chief Constable, the S.S. Paal, S.S. Penguin, Samson and cutter boats, all of which claim salvage. My object in asking whether you would agree to a valuation being placed on these was in order that the salvage claims might be determined and paid.

The Receiver has in hand £104.0.6. proceeds of sale of lifeboats, and £93.2.4. proceeds of sale of sundries from Barber's shop and a few miscellaneous articles. Your ownership is not disputed, but the claims of the salvors have to be paid before he can part with any portion of these sums.

Mr Cobb in writing referred to rifles which had cost 36 being sold for 5/- each; I may mention that these had been under water for some time, and the Receiver sold them, but not before he has offered Capt. Poole the option of taking them over on giving a guarantee of payment for salvage. This Capt. Poole declined, and I think the Receiver did right to sell them at once; they realised from 5/- to 12/6 each, though they were in reality valueless.

On the whole I should like to say that your Company are the gainers by the action of the Receiver. I and my staff were too fully occupied in attending to the care of the passengers, their baggage, the crew and other matters relating to the wreck to be able to give any attention to the miscellaneous articles salvaged. The Receiver of Wrecks devoted considerable time and trouble to the drying, sorting and caretaking of these goods, and had the advantage of the use of the Customs Shed, the Naval canteen,

and the services of the police, whereas we had no facilities at all of that nature. Everybody here worked wholeheartedly in your interests, the Receiver of Wrecks included, and whether the Governor's interpretation of the law is right or wrong I can assure you that so far from suffering any loss, your interests have been well safeguarded.

LIVE FOOL.

We are,

Dear Sirs,

Yours faithfully,

The Falkland Islands Company, Ltd.

MADAME ROMYONING-MASTENTECH.

This lady brought some letters to this office, and we are under the impression it was about the time the Oropesa was here, and that the mails for Europe were already closed at the Post Office. The letters were not stamped and one of our staff undertook to have them placed on board. This was done, and of course we have no knowledge of their after that. Seeing that the Oropesa left on November 27th, we fail to see how Madame Mastentech could say on December 27th that the letters had not then arrived in Europe, for the earliest date they could reach London would be December 24th. If she had had a letter for Santiago surely she would have taken it herself, by the Oropesa, which was the first steamer by which it could have gone.

GRAYIA - MAINTENANCE OF PASSENGERS.

We do not think it will be necessary to pay any more for the maintenance of the saloon passengers, as the accounts have now been settled.

Messrs Harding-Green and Tuckman applied personally at this

office, and said that although they were the guests of the Governor, they were put to some expense for telegrams, gratuities etc., but we informed them that all we could do as regards passengers was to see that they received board and lodging. They said they believed that in such a case the Company would make some allowance for expenses, and we the captain invited them to put their requests into writing.

March 14th 18.

The Pacific Steam Navigation Company,

We have heard nothing further about Messrs Clayton and Giles and presume that they must have settled their hotel expenses themselves.

LIVE POOL.

Dear Sirs,

We are in receipt of your letter of February 8th.

MADAME HOGEVOLTING-MUSTENBACH.

This lady brought some letters to this office, and we are under the impression it was about the time the Oropesa was here, and that the mails for Europe were already closed at the Post Office. The letters were not stamped and one of our staff undertook to have them placed on board. This was done, and of course we have no knowledge of them after that. Seeing that the Oropesa left on November 27th, we fail to see how Madame Mustenbach could say on December 27th that the letters had not then arrived in Europe, for the earliest date they could reach London would be December 24th. If she had had a letter for Santiago surely she would have taken it herself, by the Oronse, which was the first steamer by which it could have gone.

ORAVIA - MAINTENANCE OF PASSENGERS.

We do not think it will be necessary to pay any more for the maintenance of the saloon passengers, as the accounts have now been settled.

Messrs Harding-Green and Tuckman applied personally at this

office, and said that although they were the guests of the Governor, they were put to some expense for telegrams, gratuities etc., but we informed them that all we could do as regards passengers was to see that they received board and lodging. They said they believed that in such a case the Company would make some allowance for expenses, and we thereupon invited them to put their requests into writing. We have heard nothing further about Messrs Clayton and Giles and presume that they must have settled their hotel expenses themselves.

COLONIAL STATION.

We have interviewed Dr. Browne and settled all accounts in accordance with your letter. Dr. Browne asked us to convey his appreciation to the Directors of the Pacific Steam Navigation Company and has since sent the enclosed letter.

QUARANTINE STATION.

We note your remarks under this head but are compelled to discount the statements made by Captain Poole. He was across at the Station on two occasions only, first, with the Governor to interview the crew and to inform them in reply to their demand to be allowed to live on the Town side, that twenty would be permitted to come over daily. The men were mustered in the large Coal Shed and we believe that Captain Poole did not then enter any other building. In all six buildings were occupied by the crew, and the only other time that Captain Poole was across was when the Oronsa had arrived. He had to go over with the Shipping Master when the crew were transferred from the Articles of the Oravia to those of the Oronsa, and certainly did not enter more than two of the buildings as the crew were

brought up individually for signing. The writer had to inspect the buildings after they had left, as the Government naturally stipulated that all buildings should be handed back in a clean state. BOATS LOST.

At the request of our Head Office we have furnished them with an account of the work done by our vessels Samson and Plym, together with actual wages paid, and have reported as follows:-

"The boats were two which were taken down on the night of the wreck.
 "I am sure that in the memorandum detailing what happened that night,
 "I reported then that the Plym towed a couple of boats out -
 "unfortunately, all copies of this were sent away and I am unable
 "to refer to it. The Plym got away that night before the Samson
 "and I considered it prudent to tow a couple of boats with us;
 "another boat was manned and being rowed out; this we took in tow.
 "For all I knew the Oravia might have struck the East side of the
 "Billy, and had this been so, it is quite certain that she would have
 "heeled over to the Eastward and in all probability would have gone
 "down in deep water. The boats on her starboard side could never
 "have been lowered and three extra boats manned by persons accus-
 "tomed to handling them might have been the means of saving many
 "lives. The last ship that struck there broke up in less than five
 "hours. By the time we had reached the Oravia the passengers were
 "got into her own boats, and the ship herself was upright. The wind
 "had got up and one of the Oravia's lifeboats crowded with women
 "and children was drifting helplessly - I therefore took our boats
 "alongside two of the whale's which were at anchor and picked up

latter agreed that he should try to tow the ship off, but on the "the lifeboat full of people and put them on to a whaler. Our boats "were fastened to the stern of the whalers, and during the heavy gale "that night two got adrift. The whalers' crews apparently took no "bare whatever of the boats, and they were lost altogether. These "boats were two of the best boats built at Connah's Quay, about "24 feet long and had a full complement of oars and rowlocks."

SERVICES OF WHALERS "BIK", "ROK" AND "EIK"

We are of opinion that the sum of £135 should amply repay the services rendered by these vessels.

WHALERS "PAAL" AND "FALKLAND"

The statement that the "Paal" saved "practically all the mails" is untrue, as all letter mails were brought up by the Plym. The Samson got a few bags of the parcels mail, but the bulk was placed on board the lighter "Queen", towed out by the Government launch "Penguin". This lighter was towed back by the "Paal" as stated in the Harbour Master's letter dated 19th December. The damage to the "Paal" could not have been much for she was able to leave for the South on the 16th or 17th November, and had she received serious damage, it is inconceivable that the Master should not have taken the proper steps to have it placed on record in the usual way.

On November 13th the Captain of the "Falkland" informed the writer that he was willing to try to get the Oravia, off, but wanted first a guarantee for payment of expenses - the writer replied that he could not give any such guarantee and that he had better see Capt. Poole. The Captain thereupon went on board the Oravia - Mr Girling was present at the discussion between him and Captain Poole. The

latter agreed that he should try to tow the ship off, but on the "No Cure No Pay" principle. Captain Christofferson said that it would take 24 hours to get steam, and that before moving he required a guarantee that expenses would be paid, whether the attempt were successful or not. This Captain Poole declined and nothing was arranged or agreed. If Capt. Christofferson chose either before or after that interview to get steam in his boilers on the off chance of making anything out of it it was absolutely on his own initiative. In any case he had to get steam to proceed South; he arrived here on November 8th and was no doubt cleaning his boilers, and left about the 16th or 17th. We consider that the "Falkland" has no claim whatever.

SALVAGE.

This matter is dealt with in a separate letter.

We are, Dear Sirs,

Yours faithfully,

The FALKLAND ISLANDS COMPANY, Limited.

COMMUNICATIONS RECEIVED FROM MRS. LADY HENNING-BRYLBRACH.

Enclosed we send you copy of letter from the above lady, who is a newspaper correspondent, and who was on board the "Oravia" at the time of the wreck. She complains that certain letters, incorporated in her communication to the Undersecretary, and which were delivered to your care, have not reached their destination. Will you be good enough to investigate this matter and advise us of the result. At the same time, please write to Mrs. Henning-Brylbrach at the address given in her letter, advising her the result of your enquiry. As an incident may be mentioned that we should consider a claim to be made in respect of the above.

WRECK OF "GRAVIA."

We have now to refer to all those matters mentioned in your letters of the 26th November and 20th December last.

Maintenance of Passengers. Regarding your account for £1,171. 12. 0 for the maintenance of passengers at 8th February, 1913. We don't wish to have any feeling with the parties who assisted in the housing, and, if need be, you can pay the extra 1/- for boarding first class passengers.

Dear Sirs,

With regard to the five saloon passengers who were entertained by the Governor, we are much astonished to note your remarks regarding Mr. Tackman and Mr. Harding-Green. We can hardly think of which have our attention.

CORRESPONDENCE RECEIVED FROM MADAME LAURA HOGEVONING-RUITENBACH.

Enclosed we send you copy of letter from the above lady, who is a newspaper correspondent, and who was on board the "Gravia" at the time of the wreck. She complains that certain letters, enumerated in her communication to the undersigned, and which were delivered to your care, have not reached their destinations. Will you be good enough to investigate this matter and advise us of the result. At the same time, please write Madame Hogevoening-Ruitenbach to the address given in her letter, advising her the result of your enquiry.

ser and Assistant Purser, but suggests that we should consider a claim he made in respect of furniture sent out

WRECK OF "ORAVIA."

We have now to refer to all those matters mentioned in your letters of the 26th November and 20th December last.

Maintenance of Passengers. Regarding your account for £1,171. 12. 0 for the maintenance of passengers at Port Stanley, we have to say that we are paying this amount to your London Office.

We don't wish to have any feeling with the parties who assisted in the housing, and, if need be, you can pay the extra 1/- for boarding first class passengers.

With regard to the five saloon passengers who were entertained by the Governor, we are much astonished to note your remarks regarding Mr. Tackman and Mr. Harding-Green. We can hardly think that these claims were put forward seriously, and we presume you pointed out to them that, to say the least, it was not very gracious on their part.

Boats lost from "Flynn" and "Samson." We note from a letter received from your London Office, that you make mention of boats which have been lost from the "Flynn" and the "Samson," and

Colonial Surgeon. With reference to the accounts you have received from Dr. Browne, the Colonial Surgeon, you will please respond for the amount of his accounts, viz., £11. 10. 0 and £15. 13. 0, respectively.

Regarding Dr. Browne's letter to you, dated 24th December in which he says that he does not care to receive any payment for boarding the Doctor, Purser and Assistant Purser, but suggests that we should consider a claim he made in respect of furniture sent out

Port Stanley.

- 3 -

8/2/13.

by the "Orissa" in 1911, and which was damaged through no fault of the Company, we regret that we cannot entertain the latter. We would, however, suggest that you might diplomatically inform Dr. Browne that, as we cannot respond for the furniture, you have been authorised by the Company to ask his acceptance of £25 for accommodating these officials.

Quarantine Station. Referring to your remarks with regard to the condition in which the Quarantine Station was left, it is only fair to Captain Poole to say that he denies that such was the case. The seamen and firemen were most punctilious in clearing up the room; but he admits that the stewards did not leave the place exactly as they might have done, and, while, of course, we agree to your debit for cleaning, we just wish to point this out to you.

Boats lost from "Plym" and "Samson." We note from a letter received from your London Office, that you make mention of boats which have been lost from the "Plym" and the "Samson," and have now only to remark that on examining Captain Poole and Mr. Kennedy (the Chief Engineer), we find that they know nothing about these losses. No doubt, however, we will be hearing from you should you consider we are liable.

Services rendered by Whalers, "Ejerk," "Bok" and "Eik." We have received a debit note from Messrs. Chr. Nielsen & Co., amounting to £311. 5. 0, but are only disposed to pay £135. 0. 0, respecting which we are now communicating with this Company.

3/2/13.

made for salvage Services rendered by "Paal" and "Falkland." Referring to the letter, dated 15th November, from the Captain of the "Paal," in to the Receiver of Wrecks, we await to know what claim the Owners have to make for the services rendered. Judging from what you say in a letter to your Head Office, the services were very small; but we agree that some payment ought to be made therefor. In the meantime, we have to say that Captain Poole denies that the tug suffered great damage; but even if she did, it was the duty of the Captain of the tug to notify our Captain, so that during his long stay on the Island he might have surveyed it. Regarding the statement that the S. S. "Falkland" was put under steam, and remained ready to go out to the wreck, Captain Poole and Mr. Kennedy state they were willing to accept the services of this vessel if they could have obtained her instantly; but, as the Captain of the "Falkland" stated that he could not get up steam within twenty-four hours, he was emphatically informed by Captain Poole that his services would not be required.

Salvage. We note all you write in your letter of the 20th December, regarding this, and must express surprise that you took no exception to the action of the Receiver of Wrecks in dealing with salvage. We should have expected you to protest, and await your explanation as to why you allowed this Official to take the action he did. Apart from being Lloyd's Agents, you were the Agents of the Owners, and, in addition, you had the Captain of the steamer to fortify you in claiming that all salvaged cargo was the property of the consignees, after the necessary deduction had been

made for salving. We are taking this matter up in the proper quarter; but only now remark that we would have been fortified in our action had we received some information from you - more particularly a respectful protest to the Authorities concerned, against the Receiver of Wrecks dealing with property which he was not entitled to.

We have written a letter to the Governor, thanking him for what he did on behalf of the passengers and crew, and we enclose an extract from such letter, complaining of the action of the Receiver of Wrecks, together with a copy of the legal opinion on the subject, which was handed to us by Mr. Cobb.

Since typing the foregoing, we have received the following message from the Commander of the "Oropesa" :-

"'Oravia' - salvage abandoned. Divers cannot work.
 "Boats bought P.S.N. account taking same Valparaiso.
 "'Oravia' totally submerged, no cargo saved."

Yours faithfully,

P.S. "ORAVIA" - SALVAGE (AGAIN).

To emphasise the view taken by us, as expressed in the foregoing paragraph, we enclose herewith copy of letter, dated yesterday, we have have received from the Secretary of the London Salvage Association, to the contents of which we draw your special attention.

Port Stanley.

- 2 -

16/11/12.

UNACCOMPANIED BAGGAGE BELONGING TO MR. CULLEN.

We have shipped in Parcel Room, in charge of the Purser of the R.M.S. "Orcoma," three packages of baggage 16th Novr., 1912. Messrs. The Falkland Islands Company, to Port Stanley by the R.M.S. "Oravia, PORT STANLEY, 17th October. These packages arrived too late to be shipped by that steamer, so kindly hold same at Dear Sirs, sal. They have not been manifested.

We wrote you last on the 19th ultimo, as per copy of letter enclosed herewith, and have now to acknowledge receipt of your communication of the 1st idem, contents of which have our attention.

OUR LETTER OF 24TH AUGUST.

We regret to note that our letter of the 24th August did not reach you until October 2nd, via Punta Arenas. We have again taken this matter up with the Post Office here, and they have replied stating that they have taken steps to prevent a recurrence of this in the future.

ADDRESSED CAPT. HENRY THOMAS - ONE CASE TYPEWRITER FOR PORT STANLEY 19TH SEPTEMBER 1912.

We enclose copy of letter from Messrs. Gracie, Beazley & Co., which speaks for itself. We also send you copy of their account for £1.11.3 against Captain Hy. Thomas, and shall be glad if you will collect this amount from him, and credit us.

No doubt, you will find some difficulty in

Port Stanley.

- 2 -

16/11/12.

UNACCOMPANIED BAGGAGE BELONGING TO MR. CULLEN.

We have shipped in Parcel Room, in charge of the Purser of the R.M.S. "Orcoma," three packages of baggage belonging to Mr. Cullen, second class passenger to Port Stanley by the R.M.S. "Oravia," hence on the 17th october. These packages arrived too late to be shipped by that steamer, so kindly hold same at his disposal. They have not been manifested.

CALENDARS, 1913.

Per R.M.S. "Orcoma," we are sending you 50 calendars for next year for distribution in your island.

"ORAVIA."

We were exceedingly sorry to receive this morning a telegram from the Buenos Aires Agents advising the wreck of the "Oravia" at the Falklands, but were glad to note that no lives have been lost. We have telegraphed to the Punta Arenas Agents to advise you by radiogram to instruct the crew to proceed to Valparaiso, and we have arranged for the "Oronsa" to make a special call at yours to take on the crew and passengers. We have also asked the Punta Arenas Agents to ascertain whether the mails have been saved, and what chances, if any, there are of salvaging the vessel. We have advised all Agents concerned that the "Victoria" will take the "Oravia's" homeward sailing from Callao on the 9th December. No doubt, you will find some difficulty in

Fort Stanley.

- 3 -

16/11/12.

accommodating all the passengers and crew at yours whilst waiting for the "Oronsa;" but we feel quite sure you will do your best under the circumstances to minimise the inconvenience caused.

Yours faithfully,

[Faint, mostly illegible text follows, appearing to be a continuation of a letter or report. Phrases are difficult to discern but seem to include:]

... your letter of the 18th ultimo on the subject of the engine taken by the receiver of goods on the occasion of the wreck of the Oronsa. I expected to have received by last mail some answer to the question on the third sheet of my letter of December 20th, which you have already acknowledged, asking for specific instructions as to the silver, parts of steering gear, wireless apparatus, electrical fittings etc.

Your letters subsequent to the receipt of this deed give any assistance as to the settlement of these matters. I refer solely to the question of entering a Special Protest.

I am therefore impelled to make a short or less personal explanation supplementing what I wrote to the Directors of the Falkland Islands Company by last mail, as to the matter of not protesting at the time. To begin with I must explain that

your Agency here is a subordinate branch of the Falkland Islands Company's business, of which I am the general Manager, and my very small staff is only sufficient for dealing with that business, including the routing work of your Agency.

April 10th 15

You will therefore realise that when such an unprecedented event as the wreck of a large mail steamer occurs, a very heavy The Pacific Steam Navigation Company. under these circumstances I conceivably Liverpool. our duty to attend first to all matters that were really essential. We regarded the well being of the

Dear Sirs, and crew as the first consideration. We were able to attend to the RECEIVER OF WRECKS - ORAVIA.

With reference to my special letter of the 15th ultimo on the question of the action taken by the receiver of wrecks on the occasion of the wreck of the Oravia. I expected to have received by last mail some answer to the question on the third sheet of my letter of December 20th, which you have already acknowledged, asking for specific instructions as to the silver, parts of steering gear, wireless apparatus, electrical fittings etc. Your letters subsequent to the receipt of this do not give any assistance as to the settlement of these matters but refer solely to the question of entering a formal Protest. This on you I am therefore impelled to make a more or less personal explanation supplementing what I wrote to the Directors of the Falkland Islands Company by last mail as to the reasons for not protesting at the time. To begin with I must explain that

your Agency here is a subordinate branch of the Falkland Islands Company's business, of which I am the general Manager, and my very small staff is only sufficient for dealing with that business, including the routing work of your Agency.

You will therefore realise that when such an unprecedented event as the wreck of a large mail steamer occurs, a very heavy burden is thrown upon that staff, and under these circumstances I conceived it to be our duty to attend first to all matters that were really essential. We regarded the well being of the passengers and crew as the first consideration. We were able to attend to the sorting and delivering of baggage, to keep the crew well in hand, and to see that all passengers were provided for; and the fact that with scarcely any exception all the latter expressed themselves as more than satisfied with their treatment is sufficient proof that we were successful in maintaining your reputation in this direction. To have secured this for 4/6 a day per head is no mean achievement, and there is no discourtesy in pointing out that it was not from any regard for your Company that the people here boarded the passengers at such reasonable rates, but that the position held here by the Falkland Islands Company and their officials enabled them to secure this on your behalf.

Another paramount duty was to assist the Captain to the best of our ability, and to get the Enquiry over. During this time I had the Captain here to "fortify" me in such an action!

This compels me to now say what I would have preferred to say if I and my staff were attending to these very important matters; from the reports received almost hourly the vessel was settling down all the time and it appeared that it would not be long before the upper deck would be submerged. If therefore deck gear, gear, boats and the contents of the barber's shop were to be salvaged, it had to be done quickly, and everyone was allowed to do what he could. We had absolutely no time to attend to what was brought on shore, and knowing that the interpretation of the law which had obtained in previous cases would be enforced in this case, were content to leave the custody of these very miscellaneous articles to the Receiver of Wrecks who had the advantage of the use of the Customs Shed for housing and the services of the Police and Government workmen for drying and sorting. Goods liable to deteriorate were sold by auction without delay, for it was expected that with such a large addition to the general population, there would be a good sale, and the prices realised proved this to be correct. Other goods still remain in the custody of the Receiver unsold awaiting the receipt of either some estimate of the value from you to enable the salvage claims to be determined, or information that the services of the salvors have been met by payment of an inclusive sum.

You express surprise that I did not protest, adding that I had the Captain here to "fortify" me in such an action!

This compels me to now say what I would have preferred to avoid, namely that the condition of Captain Poole's mind was such as to absolutely unfit him for being of any assistance - in writing this there is no reflection whatever upon Captain Poole, but under such circumstances, having lost his ship, being surrounded by people whose arrangements had all been upset by a disaster for which he was responsible, and having to prepare his explanation for the Court of Inquiry, can it be supposed that he would be in a position to "fortify" me?

I explained to my Directors by last mail the futility of protesting and will take the opportunity of adding thereto. Had I made a formal protest, one of two events would have resulted - the Governor would have either conceded the point or not. If he admitted the protest, the Receiver would have stood aside and all the work which he carried out would have devolved upon the Agency. I have already pointed out that our small staff could not possibly have attended to it, and you would have been the losers. But it is absolutely certain that the Governor would have disregarded any protest from us and in that event do you suppose that the Receiver would have gone to all the personal trouble that he did to sort, dry and generally take care of the property. of which the Governor here is the Judge. Moreover you have the testimony of Mr Cobb in his letter of February 18th in which he writes

I can assure you that that juncture was not the time for squabbling as to who ought to do this and who ought not to do that - as I have already said, everybody worked in your interest and you are the gainers. After all, you admit (end of page 2 of your letter of February 8th) that some deduction would have to be made from the value of the articles for salvaging.

It seems to me that as the property could not be handed over to you until the salvage claims had been satisfied, it was immaterial to you who had charge of it - as a matter of fact with all the facilities the Receiver possessed, it was far better cared for by him than it could have been if retained by the separate salvors.

To sum up:- The Oruvia is by no means the first case of a wreck here where the Receiver has stepped in and taken charge - we have protested before and have been told that the law (Ord. 3 of 1899) places that duty upon that official - the Governor makes the laws here and as Chief Justice interprets them, and unfortunately or perhaps fortunately there is no lawyer here, from whom one could seek advice. I have not been in the Colonial Office for 7 years and resident here for a further 22 without knowing the futility of protesting in the Colony against a decision of the Supreme Court, of which the Governor here is the Judge. Moreover you have the testimony of Mr Cobb in his letter of February 12th in which he writes

"when a Colonial Official with the Governor at his back puts his foot down, I know from my experience in the Falklands that there is not much use in kicking".

If the Governor's reading of the law is wrong by all means have it corrected, but the attainment of this will not be furthered by my "asserting my position", which is well enough known here. The Governor will only be convinced by his own superiors, the Colonial Office, who would, upon the receipt of a representation of the case, supported by legal advice, obtain an Opinion from the Law Officers of the Crown. You have the means in England of obtaining the necessary legal advice, and have informed me in your letter of February 8th that you are "taking the matter up in the proper quarter". All that would be required from here is some proof that the Receiver did take the action you complain of under Section 2 of Ordinance No. 5 of 1899. This has never been disputed, and I should not be surprised to learn that the Governor, in replying to your letter to him of February 8th., will have admitted that the action of the Receiver was taken at his express order.

Under these circumstances I do not propose to enter any protest, but I have in my letter notified the Receiver, on April 3rd. that you dispute their reading of the law, and intend to make a representation to the Colonial Office.

I am, Dear Sirs,

Yours faithfully,

(ii) Norge Whaling Company, (iii) Methval Whaling Company - S.S. Seal - (iv) The Government Launch "Penguin", and (v) the Owners of the Cutter Almas. With regard to these:-

April 15th 13

- (i) is being dealt with by you.
- (ii) & (iii) You are we understand negotiating with the Owners for The Pacific Steam Navigation Company, Liverpool.
- (iv) We consider it advisable to suggest to the Governor a settlement by payment of a lump sum for the service of the

Dear Sirs,

GOODS SALVED EX "ORAVIA"

We have written you separately on the question of a protest to the Government, and will now deal with the matter of the disposal of the goods salved ex "Oravia".

A copy of all correspondence with the Receiver of Wrecks is enclosed and we draw your attention specially to that which has passed during the last two weeks. You will observe from this that the position now is that on our giving an undertaking that all salvage claims will be settled, the whole of the property will be handed over to us as Agents, as also the proceeds of the miscellaneous perishable articles which were sold by auction. Seeing that you informed the Governor in your letter of February 8th that you were prepared to satisfy these claims we will give the Receiver a formal undertaking on your behalf. The claims to be satisfied are (i) Samson,

(ii) Norge Whaling Company, (iii) Methval Whaling Company - S.S. Paal - (iv) The Government Launch "Penguin", and (v) the Owners of the Cutter Aluna. With regard to these:-

(i) is being dealt with by you.

(ii) & (iii) You are we understand negotiating with the Owners for settlement.

(iv) We considered it advisable to suggest to the Governor a settlement by payment of a lump sum for the service of the Government Launch "Penguin", and you will see from their letter that they are open to an offer from you. We endeavoured to obtain some concrete statement, but cannot "draw" them. As you have been in direct communication with the Governor, you will doubtless make some offer; in view of your handsome donation towards the Hospital here, His Excellency may not be disposed to pull too hard.

(v) We have seen the Owners, who claim £50 for their services. The actual nett value of goods brought in by them and sold amounts to £59.5.7., and in addition to this they have brought most of the lifebelts (some hundreds), two collapable boats, deck gear, telegraphs, sundry rope and miscellaneous articles. We offered £40, but they press for at least £45 - we have said that we will guarantee the £40 and recommend you to make this £45. They were engaged continuously for a month and 30/- per day for their services is not excessive. We hope therefore that you will authorize us to pay that amount.

5.

As soon as the "Cronsa" has left, we will give the necessary guarantees to the receiver, and think that we shall be able to ship everything home to you by the Mamouco, due here in a few days time.

We are,

Dear Sirs,

Yours faithfully,

THE FAIRLAND ISLANDS COMPANY, LIMITED.

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (B)

Prefix.	Words. 19	Code.	Charge.			RECEIVED	FOR POSTAGE STAMPS.	Date Stamp.
			£	s.	d.	At... 11 a M.	To be affixed by the Sender. Any stamp for which there is not room here should be affixed at the back of this form.	27 11 12
Office of Origin and Service Instructions. R.M.S. " Oronsa "						To... Pacific	(A Receipt for the Charges on this Telegram can be obtained, price One Penny.)	
						By... S.S. Oronsa		

The **Sender's Name** and **Address**, or either of them, *if to be telegraphed*, must be written at the end of the text of the Telegram.

TO

PACIFIC, STANLEY.

ARRIVE STANLEY 4 a.m. 28th Novbr, How many

passengers of all classes and number of cabins

that will be required saloon

Commander.

Signature and Address of Sender (*not to be telegraphed*).....

Rec^d Dec 15th

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (B)

Prefix.	Words.	Code.	Charge.			Sent.	FOR POSTAGE STAMPS.	Date Stamp.
			£	s.	d.			
Office of Origin and Service Instructions.						At..... M.	<p>To be affixed by the Sender. Any stamp for which there is not room here should be affixed at the back of this form.</p> <p>(A Receipt for the Charges on this Telegram can be obtained, price One Penny.)</p>	
						To.....		
						By.....		

The Sender's Name and Address, or either of them, if to be telegraphed, must be written at the end of the text of the Telegram.

TO

From Montevideo 19 words Falkland Is.
Post Stanley

Valparaiso wires request agents Falkland purchase Orania lifeboats cheaply as possible and send Valparaiso messages

Signature and Address of Sender (not to be telegraphed).....

Recd

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd from Wireless Station

C. Prefix Code Words 12

No. of Telegram

Sent, or sent out

Office Stamp

Station

Delivery and Charges } Means Collected

At.....M.

By Post Office

Charges } Distance Paid out

By.....M.

Office of Origin and Service Instructions.

By

Commence writing here.

Sunderland to Falklands

Returned at.....M.

Via Monte Video

Handed in at 10a. .M.

Received here at 10 a. .M.

6
12
12

TO

Hawking, Pt. Stanley

What is your idea
Ship and cargo would retalyze

Pacific

Ans 9.30 pm Dec 8th

Pacific Liverpool Estimate Impossible Perhaps we should stand by

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

*Recd at house
at 11 pm
Nov 29*

Recd } from }	C. Prefix.....Code.....Words...../3	No. of Telegram.....
.....	Delivery and Charges } Means Collected..... Distance.....Paid out.....	Sent, or sent out At.....M.
By.....	Office of Origin and Service Instructions.	Office Stamp.
Commence writing here. }		By..... Returned at.....M.

Rio Grandi seal Date 25th Nov 11:20

TO { *Falkland Island Corp Port Stanley*

Advise immediately Lawson Rio Grande

Royal Mail ^{agents} chances of salvaging cargo

*Falkland Twenty north Agents Punta Arenas cable tomorrow
regarding salvage Harding*

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd from } *Feb 6*
 C. Prefix *P* Code Words *16* No. of Telegram
 Sent, or sent out Office Stamp
Nov 19 11pm
 Delivery and Charges } Means Collected
 By Distance Paid out
 Office of Origin and Service Instructions } *Fort Stanley*
 Commence writing here. }
 At M.
 By
 Returned at M.

M / via 6pm Radio Handed in at M., Received here at M.

TO { *Pacific Lpool*

<i>Drawn</i>	<i>total</i>	<i>loss</i>	<i>mails</i>	<i>baggage</i>
<i>passengers</i>	<i>and</i>	<i>Huancho</i>	<i>took</i>	<i>all</i>
<i>steerage</i>	<i>yester</i>	<i>day</i>	<i>Punta Arenas</i>	
		<i>Harding</i>		

Recd 10.30 am
Nov 22

WIRELESS MESSAGE.

From MONTE VIDEO, NOVEMBER 16th.

FALKLAND ISLANDS CO.,

PORT STANLEY,

"Have passengers been landed? Please wire details"

MACSTAPLE.

Received
at 11 AM.
20/1/12

WIRELESS MESSAGE

From the "HUANCHACO", 1.25.a.m. to

FALKLAND ISLANDS Co.

"Crew of "CRAVIA" to proceed to Valparaiso by "ORONSA"

STEVENSEN.

WIRELESS MESSAGE.

*Received 11.40
Nov. 18*

To Manager, Falkland Is. Co.

"Can you give me any information
concerning "ORAVIA".?

Commander "FLAMENCO"

Recd 10-30 am Nov 22

WIRELESS MESSAGE.

From MONTE VIDEO, NOVEMBER 16th.

FALKLAND ISLANDS CO.,

PORT STANLEY.

"Have mails been saved"

MACSTAPLE.

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd from } *msg*

C. Prefix *msg* Code Words *11*

No. of Telegram
 Sent, or sent out
 Office Stamp. *Nov 13*

At *3:12* M.

By
 Returned at *1/2 Nov* M.

Delivery and Charges } Means Collected
 Distance Paid out

Office of Origin and Service Instructions *Oravia Radio*

Commence }
 writing here. }

via msg? Handed in at M., Received here at M.

TO { *Pacific L pool*

<i>Oravia</i>	<i>ashore</i>	<i>Bellie</i>	<i>Reef</i>	<i>all</i>
<i>passengers</i>	<i>safely</i>	<i>landed</i>	<i>Pool</i>	

Sent

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd } from)	C. Prefix	Code	Words	No. of Telegram	Office Stamp.
				Sent, or sent out	
	Delivery and Charges	Means	Collected	At	
By		Distance	Paid out		
Office of Origin and Service Instructions				By	
Commence writing here. }				Returned at	

Oravia via ImT

Radio 13th

Handed in at

.M.,

Received here at

.M.

TO {

Macstaple

Monte Video

Oravia	ashore	Falklands	unable proceed
instruct	Oronza	call for our passengers	

Fool

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Sent

Recd)
from }

C. Prefix..... Code..... Words..... *15*

No. of Telegram.....

Sent, or sent out
At..... M.

Office Stamp.
Nov 15th

Delivery and Charges } Means..... Collected.....
Distance..... Paid out.....

By.....

Office of Origin and Service Instructions. *Port Stanley*

By.....

Returned at..... M.

Commence writing here.

Handed
in at

.M.,

Received
here at

.M.

TO {

Pacific Monte Video

<i>Communicate</i>	<i>Callthorp</i>	<i>Buenos Aires</i>	<i>advise</i>
<i>London</i>	<i>Antofagasta</i>	<i>Rimington</i>	<i>Gibraltar</i>
<i>Bahia Blanca</i>	<i>safe well</i>		
		<i>Hardingreen</i>	

Sent

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd } from }	C. Prefix..... Code..... Words <i>50</i>	No. of Telegram.....	
.....		Sent, or sent out	Office Stamp.
By	Delivery } Means..... Collected..... and } Charges } Distance..... Paid out.....	At <i>12:50</i> M. <i>age</i>	<i>6/12</i>
Office of Origin and Service Instructions. <i>Port Stanley</i>		By <i>J</i>	
<i>Commence writing here.</i> }		Returned at..... M.	

Radio

Handed in at *Radio* .M., Received here at *Radio* .M.

TO { *Pacific Liverpool*

*Fifteenth my wireless telegram on night of
Twelfth delayed by atmospheric. Maria total
loss cargo washing out little prospect salvage
letter mails + part parcel mail saved passenger
crew baggage landed Port Stanley what arrangements
for taking two hundred and ninety passengers
for west coast and crew Poole*

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd) from)	C. Prefix	Code	Words	8	No. of Telegram	
M.Video.	Delivery	Means	Collected		Sent, or sent out	Office Stamp.
By Post Office	and	Distance	Paid out		At	
Office of Origin and Service Instructions	Charges				By	16
Commence writing here. } From Monte Video via Argentine war ship San Martin.					Returned	1 1
					at	1 2

Handed in at .M., Received here at .M.

TO { THE FALKLAND ISLANDS COMPANY
PORT STANLEY.

	WHAT	NEWS	OF	ORAVIA
Recd	11 am.	Nov 16		

Sent

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd)
from) C. Prefix ✓ Code Words 21

No. of Telegram

Sent, or sent out

Office Stamp

At 2:12⁵ M.

Delivery } Means Collected

and } Distance Paid out

By

By 7

Office of Origin and Service Instructions. Fort Stanley

Returned
at M.

Commence
writing here. }

Handed
in at

.M.,

Received
here at

TO {

Macstaple

Montevideo

<u>Replaying to enquiry from Post office</u>	<u>Montevideo Oravia</u>	<u>Total loss</u>	<u>all</u>
<u>saved</u>	<u>send first chance</u>	<u>fifty each</u>	<u>corr</u>
<u>pollard</u>	<u>Harding</u>		

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd } from }	C. Prefix <i>A</i> Code Words <i>13</i>	No. of Telegram
.....	Delivery } Means Collected and } Charges } Distance Paid out	Sent, or sent out M. At <i>1.40</i> M. <i>2.22</i> By <i>L</i>
By Office of Origin and Service Instructions. <i>Fort Stanley</i>	Returned at M. <i>19th</i>
Commence writing here. }

Handed
in at {

.M.,

Received
here at {

.M.

TO {

Radio
Pacific Liverpool

*Branches sailed today with all stores
passengers and few others*

Pool

Wireless Telegram.

PACIFIC, LIVERPOOL.

FIFTEEN MY WIRELESS TELEGRAM ON NIGHT OF TWELFTH DELAYED BY
ATMOSPHERIC LOSS. GRAVIA TOTAL LOSS CARGO WASHING OUT LITTLE PROSPECT
SALVAGE LETTERS, BILLS, AND PART PARCEL MAIL SAVED PASSENGER & CREW
BAGGAGE LANDED FOR STANLEY WHAT ARRANGEMENTS FOR TAKING TWO
HUNDRED AND NINETEEN PASSENGERS FOR WEST COAST AND CREW POOLS.

15th November 1912.

Pacific Liverpool

Fifteenth. My ~~telegram~~ wireless telegram
on night of twelfth delayed by
atmospherics. Orana Total loss
Cargo washing out Little Prospect
Salvage Letter Mails and Part
Parcel Mail Saved Passengers Crew
Baggage landed Port Stanley What
arrangements for taking 219 passengers
for West Coast and Crew Port.

Wireless message sent by Captain Poole from "Oravia" to Land Station at Port Stanley on night of November 12th 1912.

Pacific, Liverpool.

Oravia ashore Billy Reef. All passengers safely landed. Poole.

The above could not be retransmitted from the Land Station at Port Stanley until 3.11 am november 15th when communication was established with Argentine War Vessel "San Martin".

FALKLAND ISLANDS AND DEPENDENCIES.

WIRELESS TELEGRAM. (A)

Recd from <i>M. Lacy</i>	C. Prefix.....	Code.....	Words.....	No. of Telegram.....	Office Stamp
<i>Wireless Station</i>	Delivery and Charges }	Means.....	Collected.....	Sent, or sent out	
By <i>M. O. Sullivan</i>		Distance.....	Paid out.....	At.....M.	12/11/12
Office of Origin and Service Instructions.				By.....	
Commence writing here. }				Returned at.....M.	

Handed in at

.M.,

Received here at

9.5. P.M.

TO {

Harding Port Stanley

want to work three gangs

Pool

COPIES OF WIRELESS TELEGRAMS

Pacific, Liverpool, 13 Nov. 1912.

Gravia ashore Billy Reef all passengers safely landed, Poole.

Lloyd's, London, 13 Nov.

Oxgahidrik Stanley, 13th November

Gravia

Dicabavuz British Mail Steamer ashore on
Billyrock

Nbetyhusen No. 1 hold is full of water

Ejalocopul Mails saved, passengers and crew all saved and
landed here.

Abacuaxwed abandoned, position critical in the extreme.

Lloyd's, London, 15th Nov.

Oxgahidrun Stanley, 15th November

Dicabehsia British Mail Steamer, vessel absolute total loss.

Cobtyetehi Cargo is washing out of her, little prospect
of salvage.

Macstaple, Montevideo, 15th Nov.

Gravia ashore Falklands unable proceed instruct Oronsa call
for our passengers, Poole.

Pacific, Montevideo, 15th Nov.

Communicate Calthorp Buenos Aires advise London Antofagasta
Lizington Gibraltar Bahía Blanca safe well, Hardingreen.

Pacific, Liverpool, Nov. 16th.

Fifteenth my wireless telegram on night of twelfth delayed
by atmospheric. Gravia total loss cargo washing out little
prospect salvage letter mails and part parcel mails saved,
passengers, crew, baggage landed Port Stanley, what arrangements
for taking two hundred and nineteen passengers for West Coast
and Crew, Poole.

S.S. "Huanchaco", Nov. 15th.

Oravia total loss, all saved, two hundred and nineteen passengers for West Coast and Punta Arenas waiting here.

FROM "Huanchaco", to F.I. Co., Nov. 16th.

Coming, expect to arrive about 8 a.m. Monday.

FROM "Huanchaco" to F.I. Co., Nov. 17th.

1 cabin 3 ladies, 3 berths ladies, 1 berth lady, 1 berth Gent, steerage hospital 36. Ample accommodation for steerage.

FROM Montevideo, via Argentine War Ship, "San Martin", 16th Nov.

What news of Oravia

Harding to Captain "Huanchaco", Nov. 16th. or 17th.

How many passengers can you take. If a good number hope you will come inside to ship them and mails.

Macstaple, Montevideo, Nov. 17th.

Replying to enquiry from Post Office Montevideo Oravia total loss all saved send first chance fifty each corn and pollard.
Harding.

FROM Commander "Flamenco" to Manager, Falkland Is. Co., Nov. 18th.

Can you give me any information concerning Oravia.

Pacific, Liverpool, Nov. 19th.

Huanchaco sailed today with all steerage passengers and few others, Poole.

FROM Rio Grande to F.I. Co. following from Pacific Company through British Minister, 10, Nov. 19th.

Wire particulars of damage to Liverpool, Valparaiso. Superintendent Engineer leaving Valparaiso today for Falklands. Wire him what materials required British Consul.

Pacific, Liverpool, 19th Nov.

Oravia total loss mails baggage passengers saved. Huanchaco took all steerage yesterday Punta Arenas, Harding.

FROM the "Huanohaco" to Falkland Islands Co., 20th Nov.

Crew of Oravia to proceed to Valparaiso by Oronsa, Stevenson.

FROM Montevideo, November 18th to Falkland Islands Co.

Have mails been saved. Macstaple.

FROM Montevideo, Nov. 18th to Falkland Islands Co.

Have passengers been laded? Please wire details. Macstaple.