

FIC LIMITED

AGENCIES

PACIFIC STEAM NAVIGATION COMPANY

TUMBLED CORRESPONDENCE

1923

THE COMPANY TO BE ADDRESSED
TO THE MANAGER
AND NOT PERSONALLY



The Pacific Steam Navigation Company
(INCORPORATED BY ROYAL CHARTER 1840.)

P. 13.

Valparaiso.

July 19th 1923. 191

The Falkland Islands Company Ltd.,
Agents, Pacific Steam Navigation Co.,
PORT STANLEY.

Dear Sirs,

We are much obliged for your favour dated 5th instant regarding Messrs. Thomas and David McKay, passengers booked by your goodselves per "OROPESA" en route for Australia.

Unfortunately there is no service direct to Australasia from Chile, except very occasionally some cargo boat that may come across to Iquique and return offering passage to some few persons.

All we could offer was passage to Balboa per "OROPESA" or "ESSEQUIBO", where the first connecting steamer would be due from England about a fortnight later. The lowest fare possible to quote with cheapest accommodation third class was £50.13.0 exclusive of cost of maintenance on the Isthmus for about a fortnight. This the passengers in question would not accept, and we do not know whether they are returning to Punta Arenas or your port, or whether they may be proceeding to Honolulu by the Japanese steamer at present in port here, as connection can be made there

Valpso.P. 13

Port Stanley
19.7.23.

-- 2 --

at Honolulu with the Oceanic Steamship Company of San Francisco and the Canadian Australasian Royal Mail SS.Line from Vancouver, whose ships call on their journey South to Australia and New Zealand. By that route the fare to Sydney Third Class is approximately £53, so that the only advantage would arise from the difference of time the passengers would have to spend awaiting connection at Panama or Honolulu.

We have gladly given your passengers every information in our possession, but up to the present have been unable to secure their fares.

Yours faithfully,

For THE PACIFIC STEAM NAVIGATION COMPANY

A handwritten signature in dark ink, appearing to be 'J. B. Smith', written over the typed name of the company.A circular stamp or mark, possibly a date or a reference number, located on the left side of the page.

Telegraphic Address "PACIFIC"

REPLY TO BE ADDRESSED
TO THE COMPANY.
AND NOT PERSONALLY.



The Pacific Steam Navigation Company
(INCORPORATED BY ROYAL CHARTER 1840.)

Valparaiso. 11th January 1923

Messrs The Falkland Islands Company.

Agents. Pacific Steam navigation Company.

Port Stanley.

Dear Sirs:

SEAMEN LEFT BEHIND AT PORT STANLEY EX "ORTEGA"

We acknowledge receipt of your letter of December 23rd 1922 and thank you for copies of correspondence passed between your good selves and the Shipping Master regarding the three men left behind at your port ex "Ortega".

It may be of interest to you to know that these men ^{again} deserted from the "Oropeesa" at Punta Arenas.

Yours faithfully
for THE PACIFIC STEAM NAVIGATION COMPANY.

Thomas Lindley

MANAGER.

We are having trouble with
the Authorities at Punta Arenas
as they consider them undesirables

H

FROM WEL.

TO The Falkland Islands Co., Ltd.,

THE PACIFIC STEAM NAVIGATION COMPANY, Agents THE PACIFIC STEAM NAVIGATION COMPANY.

PORT STANLEY.

VALPARAISO.

23rd. November

1923.

876-11/22

Your Reference

No.

Our Reference

"P"

No. 19.

Enclosures

"OROPESA" FROM PORT STANLEY 7th. NOVEMBER 1923.

We acknowledge receipt of yours of the 1st. instant, confirming cables exchanged of reservations made per "OROPESA" from Port Stanley 7/11/23, for passengers to England. At your request we reserved 2nd. class cabins 1/4 10/14 and 26/8 for your clients, and were surprised to learn on the arrival of the "OROPESA" at Valparaiso that the only 2nd. class cabin occupied by passengers from Port Stanley was 26/8.

We might easily have been placed in the position of refusing to accept passengers on the understanding that cabins 1/4 and 10/14 (two of the best on board) were occupied from Port Stanley, thus causing a serious loss of revenue to the Co., You will understand that this will assuredly happen in the busy season if you obtain accommodation from us and omit to return it if not taken up, ~~as~~ ^{and} we cannot impress upon you too strongly the importance of releasing to us immediately all unsold accommodation ceded to you.

More attention must be paid to the booking of passengers at your port. For instance per "ORIANA" from Port Stanley, October, you accepted a number of passengers for Liverpool without having first secured them accommodation. Having no advice of this we practically filled the "ORIANA" with a Company of Theatrical artists from Valparaiso

to Port Stanley "P" 19.

-2-

Valparaiso, 23rd. November, 1923.

to Havana, and the suitable berthing of your passengers from Valparaiso to Liverpool caused us a considerable amount of worry and undoubtedly not a little inconvenience to the Port Stanley passengers, at least between Valparaiso and Havana.

We must ask you to take every precaution that no similar omissions as mentioned above occur during the coming busy season, because in the first instance we cannot afford to lose revenue through your not returning the unused accommodation allotted to you, and secondly we cannot guarantee to take care of your passengers coming forward unless berths have first been obtained for them from Valparaiso onwards.

Thomas G. Jones

MANAGER.

JMS



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

WFR/DR.

Greece, Water Street,

Liverpool. 8th January 1923.

Claims/R.

Reference

Messrs. The Falkland Islands Co.,
PORT STANLEY.

Dear Sirs,

s.s. "ORIANA" - VOYAGE K.42.

We are in receipt of your letter of 13th October informing us that whilst cargo was being discharged from this steamer, pilferage was discovered on board by the Third Officer. We are pleased to learn, however, that one of the culprits was caught and heavily sentenced.

On account of the numerous shortages as a result of pilferages at West Coast ports, also the Falkland Islands, we have had to meet some very heavy claims.

Instructions have recently been issued to our Commanders, Pursers and Officers informing them that the tallying in and out of cargo must ~~be~~ receive their special attention and every care is to be taken to secure a correct out-turn.

There is a certain amount of satisfaction in having traced these robberies to the labourers, and we hope that as a result we can look forward to a decided improvement in the out-turn at your port.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION CO.,

A handwritten signature in cursive script, appearing to read 'M. J. Ford', written over a horizontal line.

for the General Manager.

FROM WEL.

TO The Falkland Islands Co., Ltd.,

THE PACIFIC STEAM NAVIGATION COMPANY,

Agents THE PACIFIC STEAM NAVIGATION COMPANY.

PORT STANLEY.

VALPARAISO.

23rd. November

1923.

575-11/22

Your Reference

No.

Our Reference

"P"

No. 18.

Enclosures

"ORIANA" FROM VALPARAISO 22nd. MARCH, 1924.

We thank you for your cable which reached us on the 16th. instant advising :-

"REFERRING TO YOUR TELEGRAM 30th. OCTOBER ON THAT DATE
"WE ESTIMATE PASSAGE MONEY WILL AMOUNT TO £1100.- AND
"PROBABLY MORE".

and after consultation with Liverpool Head Office it has been decided to despatch the "ORIANA" for Liverpool via Straits of Magellan from Valparaiso 22nd. March, 1924, to be on berth at your port on the 31st. March.

We confirm our cable of the 21st. instant:-

"ORIANA" WILL LEAVE VALPARAISO 22nd, MARCH 1924 FOR
"LIVERPOOL VIA MAGELLAN STRAITS DUE YOURS 31st. MARCH
"CHARGE SAME FARES AS IS RECOVERED FOR OUTWARD PASSAGES
"BETWEEN SEPTEMBER DECEMBER. STOP. REQUEST YOUR BEST
"EFFORTS MAKE FINANCIAL SUCCESS AS VOYAGE MADE ESPECIALLY
"TO CATER FOR PASSENGERS FROM YOUR DISTRICT".

Circular and passenger folders announcing this voyage homeward via Straits of Magellan are in course of preparation copies of which ^{will} reach you shortly. Passage rates will be the same as those charged for outward journies by the "ORIANA" and "ORTEGA" during the busy season, i.e., for English and French ports:

First class	£65.0.0
Second "	39.0.0
Third "	22.0.0

to Port Stanley "P" 18. - 2 - Valparaiso, 23rd. November, 1923.

the same ruling to apply for fares to intermediate ports, (see pages 12 and 24 of Liverpool Hand Book No.9).

We are drawing up an Allotment sheet shewing distribution of 1st. and 2nd. class cabins to the various Agencies by which you will be guided when berthing passengers. We have given you control of a good number of 1st. and 2nd. class cabins, and should you require more please cable us and your applications for additional accommodation will receive prompt attention.

The "ORIANA" has third class enclosed cabins sufficient to accommodate 520 passengers so you can book all third class passengers offering.

Kindly give your particular attention to the Allotment sheet and the rules contained therein, passing on all unsold accommodation to Buenos Ayres.

Future voyages of mail steamers homewards via Straits of Magellan depend on the results obtained for the "ORIANA", and as this voyage is being made specially to take care of the homeward traffic from Punta Arenas and Port Stanley, we rely on your securing the maximum amount of earnings to ensure its complete success.

Thomas Finley

MANAGER.

131.
MS

Telegraphic Address: "PACIFIC"

V34.

THE REPLY TO BE ADDRESSED
TO THE MANAGER
AND NOT PERSONALLY.

The Pacific Steam Navigation Company.
(INCORPORATED BY ROYAL CHARTER 1840.)

Passenger Dept. *Valparaiso*. 10th. September, 1923.
No. 15.



Refer to

The Agents,
The Pacific Steam Navigation Company,
PORT STANLEY.

Dear Sirs,

HOMeward PASSENGERS - PORT STANLEY/LIVERPOOL.

As no doubt you are aware, the outward sailing from Liverpool on the 6th. September was taken by the 'Oriana' instead of 'Oropéssa', and the sailing from yours on the 3rd. October will of course be the 'Oriana'. The 'Oropéssa' will leave Liverpool on the 11th. October, and Port Stanley on 7th. November, and the 'Oriana' leave Liverpool on the 6th. December, and Port Stanley on the 2nd. January 1924. The allotments of 1st. and 2nd. class cabins given you in our letter of 11/6/23 will now be effective with the sailing of 'Oriana' from your port 2/1/24.

For the 'Oropéssa's sailing from Liverpool 10th. January, we have ceded to Liverpool 1st. class cabin N^o 239/40 for tourist passengers making the round voyage, so please take note that cabin 239/40 will not be at your disposal for the 'Oropéssa' sailing from Port Stanley 6th. February/24,

10/9/23.

instead, we have placed at your disposal cabin No 245/6.

This change applies only to the 'Oropesa' voyage from yours 3/2/24, and for all ^{other} further voyages you will be guided by the allotment given you in our letter of the 11th. August 1923.

Yours faithfully,

for THE PACIFIC STEAM NAVIGATION COMPANY.

W. J. Bolton

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY

W. J. Bolton

Telegraphic
Address: "PACIFIC"

THE REPLY TO BE ADDRESSED
TO THE MANAGER
AND NOT PERSONALLY.



The Pacific Steam Navigation Company
(INCORPORATED BY ROYAL CHARTER 1840.)

Valparaiso 6th. September 1923.

FREIGHT DEPARTMENT.
Our Reference F.37/Nº21.

The Agents,
The Pacific Steam Navigation Company,
PORT STANLEY.

Dear Sirs,

In view of your circular letters of the 10th. May and 8th. June regarding the importation of Sheep and Horses into the Falkland Islands, we have issued the enclosed circular Nº2483, to all Agents, etc., which you will notice we have made applicable to all animals having regard to the fact that your circular letters deal ^{with} Sheep, Horses and Cats. We shall be glad to hear if you consider any modification to the circular is necessary.

Yours faithfully,
for THE PACIFIC STEAM NAVIGATION COMPANY.

W. J. M. M. M.
Act. Assistant Manager.

Encl.

69
B/JM.

Telegraphic Address: "PACIFIC";

V 34

THE REPLY TO BE ADDRESSED
TO THE MANAGER
AND NOT PERSONALLY.



The Pacific Steam Navigation Company
(INCORPORATED BY ROYAL CHARTER 1840.)

Valparaiso 11th August 1933

P.14

The Falkland Islands Co. Ltd
Port Stanley,
FALKLAND ISLANDS.

Dear Sirs,

HOMeward PASSENGERS PORT STANLEY/LIVERPOOL.

In accordance with instructions received from Liverpool Head Office we are assigning you an allotment of 1st and 2nd class cabins, which are placed at your disposal for berthing homeward passengers from Port Stanley to Liverpool. This allotment will apply to steamers leaving Port Stanley from January to June of each year when your passenger traffic homeward is greatest. Should you however require same to remain under your control for a longer period, please let us know and we will arrange according to your wishes. For the coming busy season you may commence to use this allotment with the sailing of the "OROPESA" from yours 2nd January 1934. Any accommodation unsold is to be returned to us by cable immediately on the departure of the steamer from yours.

The following accommodation has been placed at

(2)

your disposal for all sailings during the period above mentioned.

"OROPESA"

First Class.- 239/40 241/2
Second Class.- 34/7 48/9 53/5

"ORIANA"

First class.- 402/3 264/6 307/9
Second class.- 17/19 40/3

"ORTEGA"

First class.- 264/6 307/9
Second class.- 23/5 46/9

"OROYA"

First class.- 262/3 264/6 270/1
Second class.- 36/7 38/41 42/4

"ORITA"

First class.- 510/2 245/7
Second class.- 48/51 52/3

We have given you an allotment for each steamer excepting the "ORCOMA" as a change in the present itinerary might cause a diversion of any of our vessels to the Straits route.

The allotment per "ORCOMA" will be advised later.

Kindly acknowledge receipt of this letter in due course.

Yours truly,

For THE PACIFIC STEAM NAVIGATION COMPANY.

Thomas Linley
MANAGER.

THE REPLY TO BE ADDRESSED
TO THE MANAGER
AND NOT PERSONALLY.

The Pacific Steam Navigation Company.
(INCORPORATED BY ROYAL CHARTER 1840.)



Our Ref: F.37.

1-16

Valparaiso. 25th. May 1923.

The Agents,
The Pacific Steam Navigation Company,
PORT STANLEY.

Dear Sirs,

With reference to your circular letter dated 10th. inst. regarding the Regulation prohibiting the importation of Sheep from South America, without the sanction of the Governor, we shall be glad to hear if the Regulation applies to Sheep only or to all animals.

Yours faithfully,

FOR THE PACIFIC STEAM NAVIGATION COMPANY.

James D. ...
Act. Assistant-Manager.

WRB/
[Handwritten signature]
[Handwritten date]

THE REPLY TO BE ADDRESSED
TO THE MANAGER
AND NOT PERSONALLY.



The Pacific Steam Navigation Company
(INCORPORATED BY ROYAL CHARTER 1840.)

Our Ref: F. 37.

Nº 15

Valparaiso. 23rd. May 1923.

The Agents,
The Pacific Steam Navigation Company,
PORT STANLEY.

Dear Sirs,

IMPORTATION OF SHEEP INTO THE
FALKLAND ISLANDS.

We thank you for your circular letter dated 10th.
inst. in the above connection, and we have issued the necessary
instructions to all Agents and Commanders.

Yours faithfully,

For THE PACIFIC STEAM NAVIGATION COMPANY.

L. M. M. M.
Act. Assistant-Manager.

5
WRB/.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



Goree Water Street.

Liverpool. 17th May, 1923.

Reference "A".

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

BP/DF.

Messrs. The Falkland Islands Co. Ltd.,
Port Stanley.

Dear Sirs,

We are informed by the Admiralty Agents that they still require one receipted Bill of Lading for 82 packages, tonnage 8 tons, 11 ft. shipped per s.s. "Ortega" from Liverpool in January last.

If this has not yet been despatched by you, we shall be glad if you will forward same immediately on receipt of this letter.

Yours faithfully,

A. Brown Chief Accountant

THE PACIFIC STEAM NAVIGATION CO.

until cleared

81 pkg

Timber & other

✓ have been taken to

FROM
WEL.
THE PACIFIC STEAM NAVIGATION COMPANY,

TO Messrs. The Falkland Islands Co.,
Agents THE PACIFIC STEAM NAVIGATION COMPANY,
PORT STANLEY.

VALPARAISO.

Per M/V. 'La Paz'.

Valparaiso, 34th. April 1923.

636

Your Reference

No.

Our Reference

"D"

No. 6.

Enclosures

Your letter of the 5th. instant is acknowledged on the subject of passengers to England.

We are sorry you were placed on an awkward position owing to your not having received a quicker reply to your cable of the 19th. March.

only received this cable
You will no doubt have received our letter of the 29th. March confirming telegrams exchanged, from which you will note that your message of the 19th. March, received here 22nd. March, was delivered us perfectly unintelligible, so much so that we could form no idea of the destination of the passengers for whom you required accommodation.

Supposing your message been delivered to us correctly, it was then too late to give you the accommodation required per "Oropesa", as owing to this steamer calling at Jamaica and Bermuda for troops, she was already fully booked in first and second class with passengers.

We do not quite understand your remarks about our having filled your usual allotment.

No regular allotment of passengers accommodation by our steamers is under your control. If you had an allotment we should not touch it without first consulting you.

We are at all times ready and willing to meet your requirements and if you will cable us some two or three weeks before the steamers' arrival at yours the number of first and second class berths required, we shall have much pleasure in ceding you the accommodation asked for.

to Port Stanley "P" 6.

- 2 -

Valparaiso, 24th. April 1923.

With a view to ensuring the reservation of accommodation
required from yours per "Ortega", May, we cabled you to-day :-

Ours 24/4/23.

"CABLE YOUR TOTAL REQUIREMENTS FIRST AND SECOND CLASS PER "ORTEGA".
and now await your reply.

For THE PACIFIC STEAM NAVIGATION COMPANY.

Thomas Finley

MANAGER.

3/.

Telegraphic Address: "PACIFIC"

THE REPLY TO BE ADDRESSED TO THE MANAGER NOT PERSONALLY.

The Pacific Steam Navigation Company (INCORPORATED BY ROYAL CHARTER 1840.)



Valparaiso. 3rd. January 19 23.

FREIGHT DEPARTMENT. Our Reference F.13/Nº1.

The Agents, The Pacific Steam Navigation Company, PORT STANLEY.

Dear Sirs,

WOOL FOR LONDON.

We confirm cable sent you on 28th. ult., as follows:-

"Owing uncertainty wool being available Punta Arenas for "Magellan" have decided substitute "Duendes" may be expected yours first half "February will advise more definitely later".

We regret that we have been obliged to change our original intention of sending home "Magellan" via Straits, but the lack of encouragement in advices from Punta Arenas decided us not to risk sending this big carrier with a possibility of not being able to fill her, and we have substituted the smaller steamer "Duendes", in which we are reserving you space as per your wire of 28th. last, reading:-

"Ready for shipment end January 2700 bales "weighing 850 measuring 1900 assume "Magellan" "not arriving before end January".

As "Duendes" is loading nitrate Southbound we anticipate that she will arrive at yours in first week of February. We are asking Punta Arenas to give her quick despatch from there.

eg

Yours faithfully, for THE PACIFIC STEAM NAVIGATION COMPANY.

Inclement Act. Assistant Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY

Goree, Water Street,

Liverpool.

20th November, 1921

C.M.

Reference

Messrs. The Falkland Islands Co. Ltd.,

PORT STANLEY.

Dear Sir(s)

STOWAWAYS.

As the traffic of Stowaways on our steamers has become very troublesome, and a source of considerable expense, we shall be glad if you will take particular note, that in all instances where stowaways are landed at your port, whether by the particular steamer on which they stowed away, or by other steamer to which they may have been transferred for return, we wish you to take every step that may be possible to secure their prosecution, and to press for the full punishment allowed by law, also in those instances where a conviction is obtained, to make such fact as widely known as possible through the medium of your press. It is felt that such action offers the most effective means of stopping such troublesome traffic.

You will probably remember that in November 1921, we were able to take action against a Spanish Stowaway who had been found on board our s.s. "ORIANA", and who boarded her at Newport News, with the result that the men received twentyone days imprisonment.

We have also received advice from our Cristobal Agents that they have on several occasions instituted proceedings against Stowaways, and have in each instance secured a conviction inflicting on the culprits 50 to 55 days imprisonment. We will appreciate any action taken by you to this end.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

Geo. Jones
For The General Manager



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

Goree, Water Street,

Liverpool

20th November, 1923.

Reference _____ C.M.

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

GJ/A

The Falkland Islands Co., Ltd.,

PORT STANLEY.

Dear Sir(s),

DISTRESSED BRITISH SEA MEN.

We beg to refer you to our letter of 7th November, 1922, respecting men landed abroad sick. Several instances of late have come to our knowledge where our Representatives at sundry ports have paid expenses of maintenance and medical attention in connection with members of crews of our steamers who have been landed owing to sickness, and in other cases where they have deserted from our steamers.

Agents and Representatives of this Company are requested to note that the British Merchant Shipping Act requires the British Consul to take charge of such men, and to provide medical attention, where same is required, and/or maintenance, and to arrange for their return home to the U.K., the act stipulating that where such expenses are on behalf of the steamer the British Consul is to notify the British Board of Trade, who, in turn will recover all expenses from the Shipping Co. It is essential that all men left behind by our steamers from whatever cause should be handed over to the British Consul, which please be good enough to note.

It may be mentioned that in those instances where sickness is of a personal nature, brought on by action of the man himself, any expense incurred is a debit to the man, Consequently if such expenses are paid by our Representatives, we have no means of recovery, hence the necessity of such expenses being paid by the British Consul.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

Rec'd
For the General Manager



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

WSR/JS.

Goree, Water Street,

Liverpool, 19th November 1923.

Reference "A".

Messrs Falkland Island Co.,
PORT STANLEY.

Ans'd
7 JAN 1924

Dear Sirs,

"OROPESA" L.34 - 5th JULY 1923.

We are advised by the Purser of the above steamer that he requested you to collect from Mr. W. J. McMahon, 2nd Class passenger from Liverpool to Port Stanley, the sum of £7.0.0, in respect of excess baggage.

We shall be pleased to hear if this amount has been collected, and if so, where credit will appear.

Yours faithfully,

H. Moore

THE PACIFIC STEAM NAVIGATION COMPANY

Created



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



SHM/EK.

Goree, Water Street.

Liverpool. 12th Oct., 1923.

Reference Stores.

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED

TO THE COMPANY.

Messrs. The Falkland Islands Co. Ltd.,
Stanley,
FALKLAND ISLANDS.

Dear Sirs,

m.v. "LA PAZ".

We have to acknowledge receipt of your letter of the 14th July, relative to 5 yards Stair Carpet supplied to the above steamer for Governor Middleton's cabin, and in view of the Colonel Secretary's letter, which you enclose, we are willing to accept debit for the cost of the carpet, and we note you have charged us with £1. 15. 0. in your account.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY

For the General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.



THA/DR.

Goree, Water Street.

Liverpool. 11th October, 1923.

Reference _____

CLAIMS. *5*

Messrs. The Falkland Islands Co., Ltd.,
PORT STANLEY.

Dear Sirs,

We have your favour of the 2nd ulto. with reference to 2 Cart Wheels which were over-carried by the s.s. "OROPESA", arrived at yours on 5th July last.

We regret to learn that consignees have been put to considerable inconvenience in consequence of this unfortunate occurrence; however, we are pleased to inform you that the Wheels were landed at Liverpool ex s.s. "OROPESA" and reshipped per s.s. "ORIANA" sailed hence 6th September.

We shall be glad to learn in due course that you have obtained delivery at your port and that the matter is now in order.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION CO.,

J. F. Clifford
for the General Manager.

Received per "Orispa"

27



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



Goree, Water Street.

Liverpool 25th September, 1923.

TELEGRAMS TO "PACIFIC LIVERPOOL"

Telephone -- Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

WD/FBP.

Reference P/WD.

Messrs. Falkland Islands Co.,
PORT STANLEY, F. Is.

Dear Sirs,

"OROPESA" FROM LIVERPOOL 10.1.24.

We have been advised that certain 1st. and 2nd. class accommodation has been allotted to you for passengers booked at Port Stanley/Europe & the allotment to commence with "ORIANA" due to sail from Port Stanley on 2nd January, 1924.

Kindly note that on "OROPESA" now due to leave Liverpool on 10th January next, 1st. class cabin 239/40 had been allotted for the "round" voyage, and will, therefore, not be available for passengers booking at yours.

If you require any accommodation in lieu of the above, no doubt you will communicate with Valparaiso Office in this respect.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

L. Savie
For the General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

WFR/DR.

Goree Water Street.

Liverpool 7th August 1923.

Referance

CLAIMS.

Messrs. The Falkland Islands Co.,
PORT STANLEY.

Dear Sirs,

We refer to your letter of the 28th May enclosing claim amounting to £24:1:3 for alleged short-delivery of 1915 Bricks ex s.s. "ELMPARK" February last. The Government Authorities we note have checked the consignment very carefully, but, we regret that under the terms of shipment we cannot entertain their claim. The Bill of Lading was clausd:-

"A number of bricks said to be 27,000".

we therefore cannot entertain any claim for shortage.

The Purser of the steamer informed us that all the bricks shipped were duly landed.

We return herewith the claim.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION CO.,

for the General Manager.

Enclosure.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.



LPB/GMR.

Goree, Water Street.

Liverpool. 13th July. 1923.

Reference Foreign.

Messrs. The Falklands Islands Co.,
PORT STANLEY.

Dear Sirs,

DELAY S.S. "ORTEGA".

The Captain of the "ORTEGA" reported at the G.M.C. on Monday, that his ship was delayed 50 minutes at Port Stanley, awaiting one small sack of Mail for Punta Arenas.

It is considered that, as the vessel had been nine hours in port, there had been ample time for the Post Office to have their Mails in readiness for the ship.

Please take this matter up with the Postal Authorities at yours, in order to prevent delay to any future vessel.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

J. Southam
For the General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED

TO THE COMPANY.

WD/CB

Greece, Water Street.

Liverpool.

31st July 1923

Reference

I.F.

Messrs. The Falkland Islands Co. Ltd,
PORT STANLEY.

Dear Sirs,

ENGINE OLIVE OIL

We confirm cable sent you on the 26th inst.,
as follows :-

"BOOKED 50/60 TONS ENGINE OLIVE OIL IN DRUMS FROM
"PORT STANLEY TO LIVERPOOL PER "OROPESA" DUE YOURS
"3RD OCTOBER INFORM SHIPPER MITCHELL STEEL "OROPESA"
"SUBSTITUTED FOR "LAGARTO" COLLECT FREIGHT £5. PER
"1000 KILOS BEFORE SHIPMENT."

When first discussing this business with Messrs.
Arthur Brown & Co., London, the "LAGARTO" was mentioned as
calling at Stanley about the 17th August. As, however, it was
very probable that this steamer would be loaded homewards
for the East Coast U.K./Continent, which would have necessitated
the cargo being transhipped to a Liverpool steamer on the
West Coast, we cabled Valparaiso, and receiving confirmation
that such was the case, we booked the cargo for the "OROPESA".

In the meantime Messrs. Brown, had cabled the
Shipper that the "LAGARTO" would lift the cargo, hence our

I.F.

- 2 -

31/7/23

Messrs. The Falkland Islands Co.
PORT STANLEY.

mentioning in the cable, at consignees' request, that the
"OROPESA" had been substituted, and asking you to notify
the Shipper accordingly.

Messrs. Brown specially request that you collect
freight before shipment at the rate of £5. per 1,000 kilos.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY.



For the General Manager.





The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC. LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY

HTH/DF.

Goree, Water Street.

Liverpool. 10th July, 1923.

Reference "A".

The Falkland Islands Co. Ltd.,

Stanley.

Dear Sirs,

W. C. McDAID - a.s. "DUENDES".

We thank you for your letter of the 17th May enclosing particulars of an accident to the above-named labourer.

We note that you do not anticipate any further expenses beyond the amount already debited, viz. £9. 15. 0.

Yours faithfully,

fs
Chief Accountant.

THE PACIFIC STEAM NAVIGATION CO



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Goree, Water Street.

Liverpool. 2nd. July, 1923.

Reference P/WD.

Messrs. The Falkland Islands Company,
P o r t S t a n l e y .

Dear Sirs,

'LAGARTO' SAILING FROM SWANSEA 9TH JULY.

Your cable of the 29th. ultimo was duly received reading:-

'LAGARTO THE FOLLOWING SECOND CLASS
'ACCOMMODATION IS REQUIRED TELEGRAPH
'WHAT YOU CAN DO CABIN FOR MARRIED
'COUPLE TWO CHILDREN PORT STANLEY TO
'VALPARAISO'

to which we replied on 30th. idem as follows:-

'YOUR TWENTYNINTH 'LAGARTO' RESERVING
'CABIN 10/12 MARRIED COUPLE TWO
'CHILDREN PORT STANLEY/VALPARAISO'

You will notice that we have reserved saloon cabin No.10/12 for your clients a married couple and two children for the voyage Port Stanley to Valparaiso per above steamer.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

Bernard Ritter
FOR THE GENERAL MANAGER.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

HTH/MEB

Greece, Water Street,

Liverpool. 5th April 1923.

Reference

"A"

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

Dear Sirs,

PERSONAL ACCIDENTS.

We observe from your letter of the 13th February to the Commander of the "Duendes" that a Labourer named W.C. McDaid was injured whilst stowing wool on that steamer.

Whenever an accident happens which is likely to result in a claim, or where some expense is incurred, we should like you to send us a report as per attached form. Will you please do so in the present case.

We can recover from our Protection Association when the amounts in respect of an accident to a Shore Workman reach £100 and it is important that we should be promptly advised when a claim is finally disposed of and no further expense for compensation, medical treatment &c., is likely to occur, so that we may know whether the amount is recoverable or not.

Yours faithfully,

A. McE... Chief Accountant.
THE PACIFIC STEAM NAVIGATION CO.

✓
and
17/5/23



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Goree, Water Street.

Liverpool. 3rd April, 1923.

Reference C.M.

GJ/A

Messrs. The Falkland Islands Co.,

PORT STANLEY.

Dear Sirs,

CREWS LANDED ABROAD SICK.

We are in receipt of your favour of 3rd Jany., acknowledging receipt of ours of 7th November on the above subject.

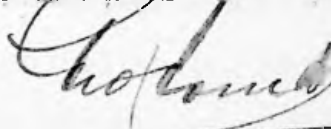
Your references to Section 6 and 8 of the Aliens Ordinance of your Colony, are noted, but we would like again to mention that members of a steamer's crew who may be found ashore subsequent to the steamer's departure, must be treated as Deserters, as in no instances do our Captains give members of crews leave to go ashore. The responsibility in connection with the Deserters is one for the British Consul, *or Shipping Master* who under the Merchant Shipping Act is, in the first place, responsible for their maintenance and their return home. The ultimate responsibility for such charges is a matter to be dealt with, where necessary, by the Home Officials of the Board of Trade with the Owners of the ship.

With respect to men landed abroad sick, we quite recognise that your Alien Authorities must look to some source to accept the responsibility for maintenance etc., but here again the point is covered by the Merchant Shipping Act under which responsibility in the first place is that of the British Consul, or the British Shipping Master at yours.

We are assuming that in either of the above instances the British Shipping Master at yours does not repudiate responsibility, which should be satisfactory to your Alien Authorities, and in that event there appears to be no necessity for them to look to the Steamship Company to respond for such charges.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY:



For The General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



Goree, Water Street.
Liverpool. 22nd March, 1923.

TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

TJ/P.

Reference P/TJ.

Messrs. The Falkland Islands Co.,
PORT STANLEY.

Dear Sirs,

VISAD LISTS OF PASSENGERS LAUNCHING AT SPANISH PORTS.

The Spanish Government authorities have now decided that special lists of passengers landing at Spanish ports are to be prepared containing the following particulars:-

Order Number, Ticket No., Class, Names, Age, Baggage of each Passenger, and Residence for 15 days prior to date of embarkation.

Two of these lists must be visad by the Spanish Consul at port of embarkation and three further copies supplied by the ship on arrival. The visad copies will be prepared by Agents at port at which passengers for Spanish ports embark.

Separate lists must be prepared for each Spanish port of call.

We attach hereto specimen copy of the list which is to be used, supplies of which are being distributed by our Vigo Agency.

The heavy baggage of all passengers disembarking at Spanish ports must have labels bearing passenger's ticket number.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

Bawis
For the General Manager.

Enc.-

,1923.



The Pacific Steam Navigation Co.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Greece, Water Street.

Liverpool. 1st March, 1923.

GJ/A

Reference C.M.

Messrs. The Falkland Island Co.,
PORT STANLEY.

Dear Sirs,

"ORTEGA" - SEAMEN LEFT BEHIND AT PORT STANLEY.

We are in receipt of your favour of 23rd ult., enclosing copy of your letter addressed to the Valparaiso Office covering correspondence with your Shipping Master respecting three Seamen ex the "ORTEGA" in November last.

We also have corresponded with Valparaiso, and for your information enclose copy of our letter referred to dated 19th inst. We might add that under the Merchant Shipping Act, any men who either leave their ship without permission or having obtained leave, fail to join at the prescribed time, become Distressed British Seamen.

The procedure always adopted in such instances is for the Shipping Master, or the British Consul, as the case may be, to provide maintenance and passage home for such men, and to either include the expenses incurred on the Consular Order, or advise such expenses to the British Board of Trade. The latter Officials, in turn, recover from the Shipowner where the liability is one for the ship.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

For The General Manager.

SEAMEN LEFT BEHIND AT PORT STANLEY EX "ORTEGA".

We have your letter of the 12th January enclosing copy of your correspondence with Port Stanley Agents respecting three members of the crew of the "ORTEGA", who it is alleged were left behind there.


The Port Stanley Shipping Master's references to the Merchant Shipping Act do not apply to the cases in question as the men, if given leave, which in the absence of confirmation from the ship should not be accepted, evidently overstayed their leave and failed to rejoin. The probability is the men absented themselves, without leave, and failing to rejoin, have been treated as deserters.

In any case the men would in the first place become a charge on the Shipping Master, who has no option but to arrange for their maintenance and return home, and it is for the U.K. Board of Trade Officials to recover from the Captain, through ~~the~~ us, the expenses, if any, for which we may be liable.

The men having been shipped as D.B.S. by a subsequent steamer, and having left that steamer at Punta Arenas, the responsibility for their maintenance and passage home is again a matter for the British Consul at that port. The Consul has evidently overlooked the fact that being D.B.S. THE MEN WERE UNDER Consular Orders, or in other words, Consular passengers.

So far as our responsibility for allowing them to land at Punta Arenas is concerned, we are strongly of the opinion that we have no control over their movements, our liability is to provide them with passages and food only.

We are pleased to note you will keep us posted as to any further developments.


ASSISTANT MANAGER.

Número de orden 75.- Solicitud N.º - Nota 855

Muestra manifestada Kerosene

Muestra tomada el día 15 de Octubre de 1921 en el depósito 7 La Plata del envase N.º..... correspondiente a la partida de 8.000 ocho mil cajones con 297.600 litros

..... Marca "AURORA"

.....Registro N.º ----- entrado el 1921

.....origen ----- perteneciente a.....

ANGLO-MEXICAN PETROLEUM COMPANY y que entró a esta Oficina el 14 de Octubre de 1921.

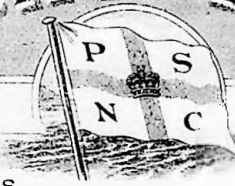
Comprobada la integridad de los sellos, se procedió al análisis, con los resultados siguientes:

Aspecto.....	Limpido
Clor.....	Característico
Color.....	Incoloro
Fluorescencia
Densidad a 15°C.....	0.7803
Viscosidad Engler a 20° C.....
Punto de inflamación.....	46° C
Destilación Engler.....
Comienza a destilar a.....	120° C
Destila hasta 150° C en volumen.....	% 2.-
" de 150° C a 248° C en volumen.....	"98.-
" " - C a - 	% 100.- °
Curva de destilación.....
Refinación.....
Aceites saponificables.....
Otras sustancias extrañas.....

WEEKLY
SERVICE
OF
FAST MAIL
AND
CARGO STEAMERS
BETWEEN
EUROPE
AND
THE EAST
& WEST
INDIES
OF
SOUTH AMERICA

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

Agents,

MACLEAN & STAPLEDON,

MONTEVIDEO, 18th June 1923.

TELEGRAPHIC ADDRESS

"PACIFIC" MONTEVIDEO

CODES USED

AL. A.B.C. 5th EDITION.

WESTERN UNION.

SCOTT'S 10th EDITION

CASILLA DE CORREO 193

Messrs The Falkland Islands Company, Limited,

S T A N L E Y.

Dear Sirs,

We wrote you last on the 6th ultimo as per copy herewith and have since received your favors of 24th & 27th April, also your wireless of 29th ultimo as follows:-

"Ship 10 cases of Brazilian Coffee 150 maize 100 pollard." for which we thank you, and the goods mentioned have been ordered for shipment per "OROPESA" together with the 11 cases of vermouth that were short per "ORTEGA".

WALDRON & WOOD. With reference to the draft received from this firm, please note that this was sent direct to your London Office and consequently does not figure in our account. On receipt of your favor of 24th April we remitted to Messrs Sidey & Poels the equivalent of 16s.6d. as requested.

A. PITALUGA. We enclose herewith a communication from the Asistencia Publica from which you will note that the maintenance in the Hospital Vilardebó will be increased to \$45 per month from the 1st proximo.

"PARDO". At the request of the Royal Mail Steam Packet Co.

F.I.Co. Stanley.

(2)

18/6/23.

Buenos Aires, we have just sent you the following message:-

"Please advise Captain of Pardo in Rio Gallegos by wireless that destination of meat to be loaded at Santos is Antwerp for Archer and Antwerp option UK for Armour."

We are, Dear Sirs,

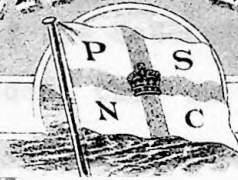
Yours faithfully,

Madame Stoddart

WEEKLY
SERVICE
OF
FAST MAIL
AND
CARGO STEAMERS
BETWEEN
EUROPE
AND
THE EAST
AND WEST
COASTS
OF
SOUTH AMERICA.

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

TELEGRAPHIC ADDRESS

"PACIFIC," MONTEVIDEO
CODES USED
A1, A.B.C. 5TH EDITION,
WESTERN UNION,
SCOTTS 10TH EDITION.
CASILLA DE CORREO 193.

Agents.

MACLEAN & STAPLEDON,

MONTEVIDEO, 6th May 1923.

Messrs The Falkland Islands Company Limited,

S T A N L E Y.

Dear Sirs,

Since writing you on the 1st ultimo we have received your favors of 14th & 28th March and 12th 17th & 22nd April, contents of which have our attention.

MR JAMES SHANNON. In making up our account we have by mistake included the sum of £25 in the amount on which commission has been charged, and we will therefore credit you with the sum of \$3.50 in our next account.

GLASSES. The pair of glasses sent with your letter of 28th March have been repaired and handed to the Purser of "Ortega".

CIGARETTES. We note your remarks which we will pass on to the shippers when you next order.

VERMOUTH. We enclose invoice for 4 cases Vermouth, which is all the suppliers had in bond when your order arrived, and will send the balance, say 11 cases, by the next opportunity, unless you advise us to the contrary. When taking these cases out of the Custom House, after our account had already been made up, we found that there were 3 bottles short, value of which will be deducted from the invoice and credited in our next account.

Ans d 11/5/23

F.I.C. Stanley.

(2)

6/5/23.

ACCOUNTS.

On receipt of the account for Marine Insurance on supplies per "Oropesa" we found that an overcharge of \$1 had been made, which amount we have credited in account current herewith, which we trust will be found in order with exception of the differences mentioned.

WALDRON & WOOD.

We enclose herewith copy of a letter received today from this firm, and we will negotiate the draft mentioned, crediting you with the proceeds in our next account.

We are, Dear Sirs,

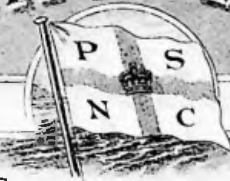
Yours faithfully,

Madison Stanley

WEEKLY
SERVICE
OF
FAST MAIL
AND
CARGO STEAMERS
BETWEEN
EUROPE
AND
EAST & WEST
COASTS
OF
SOUTH AMERICA.

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

TELEGRAPHIC ADDRESS

"PACIFIC" MONTEVIDEO

CODES USED:

A1, A.B.C. 5TH EDITION.

WESTERN UNION.

SCOTT'S 10TH EDITION.

CASILLA DE CORREO 193.

Agents.

MACLEAN & STAPLEDON.

MONTEVIDEO, 6th May 1923.

Dear Mr Gresham,

I have to acknowledge receipt of your favor of 28th February enclosing lottery ticket, which I handed to the Bank for collection, and now enclose note showing the proceeds of same, amount of which has been credited in account current herewith.

Glad to see that things are looking up with you, they have not been at all cheerful according to Mr Harding. I was able to get a berth for him the day after his arrival in the "Highland Rover", so he was not here long. Mr & Mrs Cobb were also fortunate in getting a cabin in the "Zealandia" the day after they arrived, as we could get nothing for them in either the "Demerara" or "Almanzora". The latter left yesterday, a full ship, which is a bit of a novelty. Hope to have a trip home myself a little later in the year.

With kind regards,

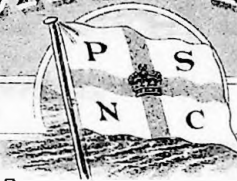
Yours sincerely,

R. Stapledon

WEEKLY
SERVICE
OF
FAST MAIL
AND
CARGO STEAMERS
BETWEEN
EUROPE
AND
EAST & WEST
COASTS
OF
SOUTH AMERICA.

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

TELEGRAPHIC ADDRESS:

"PACIFIC", MONTEVIDEO

CODES USED

A1, A B C, 5TH EDITION,

WESTERN UNION.

SCOTT'S 10TH EDITION

CASILLA DE CORREO 193

Agents,

MACLEAN & STAPLEDON,

MONTEVIDEO, 1st April 1923.

Messrs The Falkland Islands Company Limited,

S T A N L E Y.

Dear Sirs,

Since writing you on 2nd & 4th February as per copies herewith we have received your favors of 2nd January and 10th & 13th February, contents of which are noted.

WIRELESS.

On the 13th & 14th ultime we sent you the following messages:-

"Shall we forward Deans correspondence per Orepesa?"

"If supplies required Orepesa please advise promptly,"

and received your replies on the 22nd as follows:-

"Yes please send correspondence."

"Ship 150 cases of kerosene 25 eniens 150 bags of quarantine".

CORRESPONDENCE.

We are sending Mr Dean's correspondence care of the Purser as requested.

SUPPLIES.

We asked about supplies as the wireless service is very irregular and owing to the Easter holidays the Custom House here has been closed since the 25th ultime, so that it was necessary to put the cargo in lighters before that date. This accounts for the increased prices for the articles we are shipping, invoices for

F.I.Co Ltd. Stanley.

(2)

1/4/23.

which we enclose herewith. We also hand you account current to date and trust same will be found in order.

FREIGHT OVERCHARGED. With regard to this we have today received a letter from Liverpool as follows:-

"We quite agree that their claim is well founded having regard to the fact that they have been paying Uruguayan Currency converted into sterling at par. We have requested their London Office to debit us with the sum of £55-3-4 through their next account."

POSTAGE STAMPS. We are much obliged for the stamps enclosed with your favor of 10th February and have credited you in account with the equivalent of £1-15-0.

CIGARETTES. On receipt of your favor of 13th February we wrote to Rio, and have today received from the Rio Office the enclosed account for 25000 shipped per "Orpesa", which we note have been invoiced at R\$20\$000. We regret that we cannot give you the rate of exchange as all the Banks have been closed for the last week.

VERMOUTH. We enclose herewith a letter received from the agents for Martini & Rossi, Terine Vermouth, from which you will note they quote \$8.50 per case of 12 litre bottles. To this must be added shipping charges which will amount to about 20 cents per case.

We are, Dear Sirs,

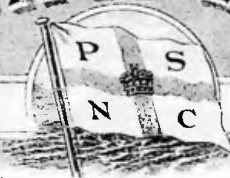
Yours faithfully,

Wm. & J. Simpson

44
VICE
OF
ST MAIL
AND
GO STEAMERS
BETWEEN
EUROPE
AND
EAST & WEST
COASTS
OF
SOUTH AMERICA.

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

TELEGRAPHIC ADDRESS

"PACIFIC", MONTEVIDEO

CODES USED

AL. A. B. C. 5th EDITION,

WESTERN UNION,

SCOTT'S 10th EDITION

CASILLA DE CORREO 193.

Agents,

MACLEAN & STAPLEDON,

MONTEVIDEO, 4th February 1923

Messrs The Falkland Islands Company Limited,

S T A N L E Y.

Dear Sirs,

We have today received your wireless message dated the 27th ultimo as follows:-

"Pay McAtasney equivalent of £70."

which shall be duly attended to.

A friend of ours has asked if we could obtain for him any of your King Edward stamps, also the 3/-, 5/- (red brown, not the purple colour) and £1 King George stamps, all to be unused and in good condition. We shall be much obliged if you can send us any of these, advising us the cost of same.

We are, Dear Sirs,

Yours faithfully,

Maclean & Stapledon

WEEKLY
SERVICE
OF
FAST MAIL
AND
CARGO STEAMERS
BETWEEN
EUROPE
AND
EAST & WEST
COASTS
OF
SOUTH AMERICA.

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

TELEGRAPHIC ADDRESS:

"PACIFIC" MONTEVIDEO

CODES USED:

A.I. A.B.C. 5th EDITION,

WESTERN UNION,

SCOTTS 10th EDITION

CASILLA DE CORREO 193.

Agents,

MACLEAN & STAPLEDON,

MONTEVIDEO, 2nd February 1923

Messrs The Falkland Islands Company Limited,

S T A N L E Y.

Dear Sirs,

We enclose copies of our letters of 18th, 22nd & 23rd December and now beg to acknowledge receipt of your favor of 21st same, also your wireless messages as follows:-

29th Dec. "Pay 212 dollars on account of Watson Castel."

9th Jan. "Ship by first steamer 12 cases of Brazil coffee, 200 kerosene, 2 tons onions. Request Hobbs ship by first steamer 300 pieces each of two by eight three by three three by four three by six."

SUPPLIES.

Herewith we beg to hand you invoices of sundries we are shipping per "Ortega", together with account current to date, all of which we trust will be found in order. As regards the onions, these have been shipped in strings, and the net weight is 2100 kilos, but suppliers have deducted 100 kilos for the straw

We are, Dear Sirs,

Yours faithfully,

Maclean & Stapledon

MACLEAN & STAPLEDON

TELEGRAPHIC ADDRESS.
MACSTAPLE, MONTEVIDEO.

CODES USED
WESTERN UNION,
A.I. A.B.C. 5TH EDITION.
SCOTT'S 10TH EDITION.
BENTLEY'S

CASILLA DE CORREO, 193.

Montevideo.

2nd August 1923

19

Messrs The Falkland Islands Company Ltd.
PORT STANLEY

Dear Sirs,

We wrote you on the 18th & 30th June as per copies attached, and have since received your favours dated 11th & 20th May, 2nd & 4th July, and have exchanged wireless messages as per list enclosed.

Mr John Davis With reference to your favour addressed to The Royal Mail Steam Packet Company, Buenos Aires, dated the 2nd April, we beg to advise you that this gentleman drew £65 in Buenos Aires and £85 at this office. This amount of £85 was debited to The Pacific Steam Navigation Company through our account current with Liverpool as per instructions received from Buenos Aires.

Payment to L & R Plate Bank Bill V.C.F. This payment has been made according to the instructions contained in your favour dated the 11th May and ^{receipt} is enclosed herewith.

Claims per "ORIANA" & "ORTEGA" We beg to inform you that the insurance on these goods is F.P.A. and no claim can be made to the Insurance Company. We would mention that insurance against robbery cannot be obtained here for South Coast ports.

Supplies With reference to your telegram of the 30th June asking for, maize, kerosene, onions and pellard, we are sorry the order was received too late for shipment per "Orepeza". Kindly advise us if you wish same executed per "Orepeza" leaving here on the 29th September.

Accounts We enclose our account to date and trust that all will be found in order.

We are, Dear Sirs,

Yours faithfully

MACLEAN & STAPLEDON

P/S

Claims Oriana & Ortega

We enclose the policies in this connection to enable you to see the complete conditions of the Insurance.

COPIES OF TELEGRAMS EXCHANGED WITH MESSRS THE FALKLAND ISLANDS CO.

Received. June 30th. Do your utmost to ship 300 kerosene 20 small onions 100 maize 100 pollard.

Sent. July 1st. Oropesa left Sunday ten am will arrive Wednesday am cargo 203 weight and 301 measurement telegram re stores arrived tolate.

Received. July 2nd. Lagarto is she calling your port?.

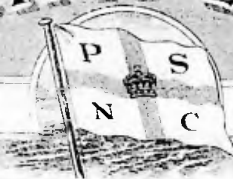
Sent. July 5th. Lagarto will leave Cardiff tenth July calling Bahia Blanca Port Stanley.

Received. July 19th. Pay equivalent of £ 30 on account of Steel Migone.

WEEKLY
SERVICE
OF
FAST MAIL
AND
STEAMERS
AND
ROPE
AND
EAST & WEST
COASTS
OF
SOUTH AMERICA

PACIFIC LINE

THE PACIFIC STEAM



NAVIGATION COY

TELEGRAPHIC ADDRESS

Agents,

"PACIFIC" MONTEVIDEO.

CODES USED

ALL A B C. 5TH EDITION,

WESTERN UNION,

SCOTTS 10TH EDITION.

CASILLA DE CORREO 193.

MACLEAN & STAPLEDON,

MONTEVIDEO, 29th December 1923.

Messrs The Falkland Islands Company Ltd,

S T A N L E Y.

Dear Sirs,

We confirm our letter of the 3rd ultimo and beg to acknowledge receipt of your favors of 9th & 10th October and 5th, 6th & 16th November, contents of which have our attention.

WIRELESS. Your messages were duly received as follows:-

- 14th December. "Pay equivalent of 250 to Messrs Allardice Dimalow Buenos Aires."
14th do "Ship first steamer 2 litres hydrogen peroxide care of Purser 150 bags of pollard 150 bags maize 50 bags ground maize 50 bags bran 10 cases of Brazil coffee."
28th do "Can you ship 10 tons alfalfa next steamer sanitary certificate must accompany as per our letter of 1st October, reply immediately."

and we confirm our reply of yesterday:-

"Cannot ship alfalfa Ortega."

ALFALFA. Your message only reached us yesterday and there was consequently no time to ship per "Ortega". We may mention that the new crop is not yet fit for shipment, but it should be ready in time for the "Oropesa". If you wish us to send any by that steamer, please let us know at least a fortnight before the ship sails. We see there are two lots going forward per bearer, cost of which must be about the same as the last shipment.

F.I.Co. Stanley.

(2)

29/12/23.

VERMOUTH. Messrs Faridone & Co inform us that they still have no stock in the Custom House, and we think it will be well not to depend on them for supplies. At the same time, we will ship the 11 cases by the "Oropesa" if we can get them, unless you advise us to the contrary.

PAYMENTS have been duly made to Messrs Riccardi & Co, C.L. Migone (2) and Messrs Allardice & Dimalow as requested.

RAMS. The 30 Rams go forward per bearer and we enclose sanitary certificate herewith. All expenses in connection with same will be paid by Messrs Waldron & Wood.

SUPPLIES. We enclose invoices of supplies we are shipping per "Ortega", together with account current to date, which we trust will be found in order. The hydrogen peroxide goes care of Purser as requested.

Wishing you the Compliments of the Season,

We are, Dear Sirs,

Yours faithfully,

Richard Stephens



The Pacific Steam Navigation Company

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Goree Water Street.

Liverpool, 29th December, 1923.

MCL/P.

Reference P/L.

Messrs. The Falkland Islands Co. Ltd.,
PORE STANLEY.

Dear Sirs,

"ORIANA" VOY. L.44. MISS J.H.ROY, DECEASED.

We thank you for your letter of the 15th October regarding the death of the above named lady.

We have passed on extract from your letter to the Executors of the Estate and now await from you copy of the Certificate of Death.

The passage ticket of Miss Roy enclosed with your letter under reply is also to hand.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY.

Bruno Ritter
For the General Manager.





The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

L/SA



TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Goree, Water Street.

Liverpool. Dec. 28th 1923.

Reference CE/L.

Messrs. The Falkland Islands Co., Ltd.,
PORT STANLEY.

Dear Sirs,

We are in receipt of your cable of the 19th December,

"What vessels proceeding to this port from England
"when may we expect."

We cannot quite understand your message, but presume that perhaps our cable of the 17th December, informing you that the "LAGUNA" is due at Port Stanley about 20th January and giving details of the cargo she has for discharge, has been mutilated in transit. We therefore cabled you on the 19th December:-

"Your cable 18th December ORTEGA due Stanley 2nd January.
"LAGUNA about 20th January."

and trust that everything is now clear.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

H. Clifford
For the General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED

TO THE COMPANY.



Goree, Water Street.

Liverpool. 24th December, 1923.

WD/FBP.

Reference P/WD.

Messrs. The Falkland Islands Co. Ltd.,
PORT STANLEY, Falkland Is.

Dear Sirs,

R.M.S. "ORIANA" FROM PORT STANLEY 31.3.24.

We understand that Mr. & Mrs. Atkins and son are desirous of proceeding from your port^{to}/Liverpool per the above named steamer, and we shall be glad if you will reserve a good 2nd. class cabins for these passengers.

For your information, we have advised Messrs. Bethell, Gwyn & Co., of Bristol in regard to the above sailing arrangements, and they are communicating with Mr. Atkins requesting him to apply to you for the necessary reservation.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

Ernest Ritter
For the General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

L/SA



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Goree, Water Street.

Liverpool. Dec. 19th 1923.

Reference _____ CE/L

Messrs. The Falkland Islands Co.,
PORT STANLEY.

Dear Sirs,

"LAGUNA"

We confirm our cable of 17th December:-

"LAGUNA due Stanley about 20th January
"has 1906 tons discharge including 700
"tons bulk coal stowed No. 1 800 tons
"No. 5 make anticipatory arrangements
"so that quickest possible despatch
"obtained."

The "LAGUNA" sailed from Swansea on 13th December, direct for Bahia Blanca, and as she has a large cargo for discharge at that port, we do not make her due at yours before about the 20th January. It is of the utmost importance that she leaves Port Stanley the earliest moment, and we look to you to make all anticipatory arrangements so that the quickest possible despatch be obtained.

Yours faithfully,
THE PACIFIC STEAM NAVIGATION COMPANY.

For the General Manager.

M. W. Ford



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)

TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.



Goree, Water Street.

Liverpool. 11th December, 1923.

TD/P.

Reference P/D.

Messrs. The Falkland Islands Co.,
PORT STANLEY.
Falkland Islands.

Dear Sirs,

PARTY OF PASSENGERS MAKING TOUR ROUND
SOUTH AMERICA PER "OROPESA" LEAVING
LIVERPOOL 10TH JANUARY 1924.

In the "OROPESA" leaving Liverpool 10th January we have altogether about 90 passengers who will be making the Tour round South America, and it is our wish that everything possible should be done at each port to ensure the passengers ^{seeing} ~~enjoying~~ everything of interest in the time at their disposal.

We shall be glad if you will inform the Governor of the Falkland Islands that this party will be visiting Port Stanley. We also suggest that you formulate a programme as comprehensive as possible, covering facilities for 80/90 passengers to go on shore, visit to Cathedral, advising Hotel Keepers. and any interesting excursion that

PORT STANLEY.

- 2 -

may be made on shore.

So that the Conductor, who will be travelling with the party, will be au fait with your programme in advance of steamer's actual arrival, we wish you to write to Monte Video, addressing your communication to the Purser "OROPESA", c/o Monte Video Agents, if it is possible for a letter to reach M/V before arrival of the "OROPESA" at that port on 2nd February. If it will be impossible to communicate with the steamer in this way by letter, we wish you to send a wireless message.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY.



For the General Manager.



P.S.

Mr. Whiteside, Assistant Manager, will be a passenger by the "OROPESA" to the West Coast.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL."

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

TTF/AL.

Greece, Water Street.

*Liverpool, 12th. Octr. 1923.
(Friday).*

Reference Sec/F.

Messrs. The Falkland Islands Co. Ltd.

S T A N L E Y.

Dear Sirs,

We have to refer to your letter of the 20th August, enclosing correspondence passed with the Colonial Government on the subject of the delivery of Mails by the Company's vessels at Stanley.

It is a matter of surprise to us to learn that there has been any delay so far as our steamers are concerned in the delivery of Mails upon arrival at the Falklands. Our Commanders are well aware that immediately after pratique, they are expected to have all Mails ready for delivery to the Postal Official who is authorised to proceed on board to receive them. On the voyage of the "Oropesa" in question, we understand the Mails were all ready for removal from the hatch. They were not on deck, as it was raining heavily. As only a

portion of the crew were required to attend to the Mails, other members were naturally occupied in breaking cargo.

It would appear that the real difficulty lies in the fact that you attend to the delivery of the Mails on behalf of the Colonial Postmaster, and in addition act as our Agents at the port. We cannot agree to a delay of two hours in the working of cargo in consequence of your tug "Kelp" being required for the conveyance of Mails. Surely the Authorities will be able to make a better arrangement than this. They must realise that whilst the Lighters are alongside our steamers, your tug must be in attendance, otherwise who is going to be responsible if a lighter breaks adrift? In the event of our steamers being required to extend their stay at Stanley solely for the convenience of the Postal Authorities, we shall have no alternative but to take up with the General Post Office London, the question of increased remuneration to compensate us for the extra expense incurred.

The Postal Act imposes upon the Master of a vessel the obligation of having the Mails ready for

delivery, without delay on board to the proper Official, but the Authorities convey the Mails ashore.

We assume that the Government Launch - "Penguin" - is too small to handle the Mails as a whole, but could not this craft be utilised for conveying at least a portion - say the letter bags - leaving the parcel post to follow at first possible opportunity ?

Regarding outgoing Mails, our Commanders always endeavour to give as early advice as possible of sailing hour, subject of course, to favourable weather conditions. We note that in the event of the sailing hour being unavoidably deferred, the Colonial Office is prepared to grant the necessary permission for the operation of Wireless in order to communicate with the shore. The granting of this facility should be of considerable convenience to the Colonial Postmaster, but we do not see why we should be expected to respond for any extra charges, more especially as we do not receive any remuneration for the conveyance of the outgoing mails from Stanley.

Yours faithfully,
The PACIFIC STEAM NAVIGATION COMPANY.
[Signature]
Secretary.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY.

Goree Water Street.

Liverpool, 19th October, 1923.

MCL/P.

Reference P/L.

Messrs. The Falkland Islands Co.,
PORT STANLEY,
Falkland Islands.

Dear Sirs,

We shall be obliged if you will let us have a Death Certificate in respect to Miss J.H.Roy, passenger landed at your port ex "ORIANA".

Any further particulars you can let us have regarding the death of this lady will also be appreciated.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY,

Ernest R. Pitt

For the General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED
TO THE COMPANY

Goree Water Street.
Liverpool, 27th November, 1923.

GJ/A

Reference _____ *C-M.*

The Falkland Islands Co. Ltd.,
PORT STANLEY-

Dear Sirs,

HUGHES - SIXTH ENGINEER - "LAGARTO"

We are in receipt of your favour of 26th September, confirming telegrams which passed between us respecting the condition of the above whilst at your port. We are now pleased to inform you that Mr. Hughes arrived by the "ORIANA", and has proceeded to his home.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY-

For The General Manager.



The Pacific Steam Navigation Company.

(INCORPORATED BY ROYAL CHARTER 1840.)



TELEGRAMS TO "PACIFIC, LIVERPOOL"

Telephone - Bank 9150.

LETTERS TO BE ADDRESSED

TO THE COMPANY.

GJ/A

Goree, Water Street.

Liverpool. 27th November, 1925.

Reference C-11

The Falkland Islands Co. Ltd.,

PORT STANLEY.

Dear Sirs,

CREWS LANDED ABROAD SICK-

We are in receipt of your favour of 27th ult., respecting the expenses incurred in connection with members of crews who may be sick who are landed from British steamers at Port Stanley, and thank you for enclosing copy of reply to your letter of 14th May received from the Colonial Secretary's office, also for enclosing copies of sections 6.7. and 8. of the "ALIEN'S ORDINANCE 1900."

Our letter of 3rd April last would explain the position of this Company in connection with sick men landed whether from sickness in the service of the ship, or sickness from their own fault, and notwithstanding the sections of the "ALIEN'S" ORDINANCE" referred to, we are hopeful that the Shipping Master of your port will agree to act in such cases in accordance with paragraphs 3 of

Section 83 of the Board of Trade instructions to Colonial Officers, reading :-

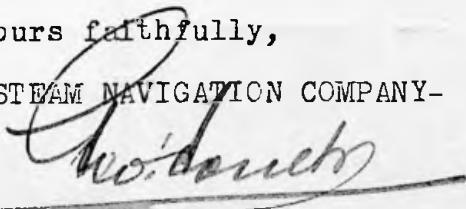
"If any expenses incurred by the Officers in such cases are not repaid by the Master or ship's Agent, it should be entered in his quarterly account with the Board of Trade"

This is strictly in accordance with the Merchant Shipping Act, and an application of same incurs no liability whatever on the Colonial Authorities, but what is of importance, it allows of the expenses in connection with the man being paid by a proper authority, and in those cases where the liability is one for the Shipowner, for the Home Officials to recover accordingly.

We are hopeful that your Shipping Master will comply with our request, which will allow for any expenses incurred on behalf of sick men being recovered by the Board of Trade either from the individuals concerned or from this Company, whoever, under the Merchant Shipping Act, may be responsible.

Yours faithfully,

THE PACIFIC STEAM NAVIGATION COMPANY-



For The General Manager.

Colonial Secretary's Office.

Stanley, Falkland Islands.

22nd January 1924.

Gentlemen,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 9th January, relating to the delivery of mails at Port Stanley and to say that there would appear to be some misapprehension of the matter by the Pacific Steam Navigation Co.

2. There is, as far as is known, no instance recorded in the past 25 years during which the Pacific Company have been carrying mails to this port, of any delay having been caused to any of the Company's vessels by the carriage of the mails. It is most important from the point of view of the Government that mail steamers should in the interests of trade get as quick a despatch as possible.

3. With regard to your view that the difficulty lies on your having to attend to the mails on behalf of the Colonial Postmaster, it is understood that you as Agents for the Pacific Steam Navigation Company, act for the masters of the vessels in delivering mails as according to the Postal Act the Master would otherwise be required to deliver them himself at the Post Office before bulk could be broken. Though there would be no objection on the part of the Government to letting the "Penguin" bring the mails ashore, it is feared that the suggestion is impracticable as it would not be possible without confusion and delay to separate the postal from the newspaper mail. There are on an average between 30 and 40 bags of mail and the "Penguin" could not carry that quantity.

4. Having regard to the objection on the part of the Pacific Company to the charge for wireless messages between the ship and the shore, I am to say that messages concerning the hour of departure of the steamer or similar messages for the Government would be treated as service messages and no charge would be made. Private message members of between the Public and persons on board the ship or the Pacific Steam Navigation Co. and their Agents on Ship's business would

however be charged at the rate suggested in paragraph 3 of my letter of the 14th August.

I am, Gentlemen,
Your obedient servant,
(signed) G.R.L. Brown. for Colonial Secretary.